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BIRTHS.

At 27, Belilos Terrace, on the 4th July, the wife of JAS. R. MUDIE, of a son. [1538]
At 4, Cameron Villas, on the 5th July, Mrs. S. S. BENJAMIN, of a daughter. [1546]

MARRIAGE.

On the 19th June, at Christ Church, Yokohama, by Rev. E. Champneys Irwine, CHARLES GESSY CONINGHAM, late Royal Artillery Militia, second son of Major-General Herbert Coningham, Her Majesty's Indian Army, to LILY REBECCA, eldest daughter of William Bourne, of Yokohama.

DEATHS.

On the 3rd inst., at Kurraheen, Hongkong, JOHN MARTIN ARMSTRONG, aged 64 years. Deeply regretted. [1539]
At Shanghai, on the 28th June, CAPITOLINO M. DE SENNA, aged 51 years.

ARRIVALS OF MAIIS.

The French mail of the 4th June arrived, per M. M. steamer Ernest Simons, on the 5th July (31 days).

EPITOME OF THE WEEK.

The Shanghai Freemasons having sent a congratulatory message to the Queen, through the Prince of Wales, on the occasion of the Diamond Jubilee, the R. W. District Grand Master, Bro. Lewis Moore, has received the following telegram in reply:—"London, 26th June, 8.35 a.m. Secretary, British, American, German Freemasons, Shanghai. Have submitted your kind telegram to the Queen. (Signed) ALBERT EDWARD."

Shéng, the Director-General of Railways, was expected back at Shanghai on the 26th June. The arrangement with the Belgian Syndicate is not, the N. C. Daily News says, finally concluded, and Shéng can back out of it, if he can get better terms anywhere else. All that the Belgians are to get is the construction of the line between Peking and Hankow, and no other or anterior concessions of any kind. It is reported that the line in question passes through a very poor and uninteresting country, much of it being constantly under water.

The Governor-General of the Netherlands Indies on the occasion of the Queen's Diamond Jubilee addressed a very cordial letter of congratulation to the Governor of the Straits Settlements. The letter was sent by the iron-clad *Koningin Wilhelmina der Nederlanden*, which represented the Netherlands Indies in the celebrations.

The re-opening and dedication of the French Cathedral at Tientsin took place on the 21st June and passed off quietly. The excitement amongst the natives caused by the prevalence of kidnapping, which evil disposed persons have endeavoured to direct against foreigners, still continues, but owing to the precautions taken by the authorities no fear of an outbreak of violence is entertained.

From the Manila *Comercio* we learn that a disastrous eruption of the volcano Mayon, in the south west of Luzon, occurred on the 26th June, and that fifty-six persons lost their lives, many more being injured. Only a brief telegram had been received at Manila in reference to the catastrophe and further details were anxiously awaited. Since 1716 the volcano has been in eruption thirteen times, at long intervals, specially calamitous outbreaks occurring in 1766, 1814, 1853, and 1871. It became active again on the 6th July, 1881, and has continued so slightly ever since. On the 26th June last it broke out in complete eruption, causing great alarm and damage in the surrounding districts.

Further particulars the *Aden* disaster, received through Reuter's agency, state that the wreck of the *Aden* occurred in a violent storm. Two boats were lowered and swamped. The life boat, which got away amidst tremendous seas, has not been seen since. The Captain and other officers were washed off the deck. The survivors remained on the wreck for a week in frightful weather and with the scantiest of rations, despairing of safety. The Queen has telegraphed her sincere sympathy and condolence to the bereaved, and to the survivors at Aden. The Right Hon. C. T. Ritchie says that the Board of Trade will spare no pains to overcome the difficulties hitherto attending the lighting of Cape Guadafui and Socotra.

The Foochow *Echo* of the 26th June says:—A month ago we drew attention to the alarming stories that had been reaching us about the tigers at Kuliang and mentioned that traps had been dug to catch some of them. Since then native tiger-hunting experts have gone up, but as so far no success has been met with the foreign community have thought it well to stimulate their efforts by offering a reward of \$50 for every full grown tiger killed. The Kuliang season has now set in, but fathers of families are reluctant to take their wives and children up until the brutes have been killed or driven away. There is a sad case in the Foochow Native Hospital now of a native brought in last Monday terribly mauled by one of them. He relates that he was the last of three walking home at sunset when he was suddenly pounced upon and knocked down by one of the monsters and his life was only saved by his yell and the turning of his companions. He is deeply clawed down the face, arm, and side and it will be a long time before he recovers. The attack was made in the close vicinity of one of the foreign bungalows, and the owner, a Russian gentleman, very kindly brought the poor sufferer down to the hospital.

The *Singapore Free Press* of the 23rd June says:—We are glad to say that Capt. Corry, R.N., is now able to be about again a little after his severe riding accident. He is still suffering from its effects, however, and can hardly expect to resume full charge of the ship for some little time yet.

The N. C. Daily News of the 26th June says:—The Bennertz case is moving again, with dignified deliberation indeed, but it is moving. The commission to take evidence here in the Hongkong Supreme Court case of the Emperor of China v. Bennertz has come up from Hongkong and is returnable in three months; and the arbitrators here, Sir N. J. Hannan and Tsai Taotai, are to commence their sittings on Wednesday next, the 30th inst., but it is not settled yet where they will sit, though the Chinese have suggested the Mixed Court!

A paragraph in the *Yomiuri Shimbun*, referring to the repeated fixing and repeated postponement of the date for performing the obsequies of the late Queen of Korea, says that the delay is entirely due to Madame On Sang-kung, one of the Palace ladies. It appears that, after the funeral, the King will have to take another wife, and Madame On, being *enceinte*, wishes to put off that conjuncture until after her own confinement, since if her child should be a boy, she would herself become Queen. She has accordingly induced the King to wait until the 7th of August. The *Yomiuri* adds that whether Madame On is really *enceinte* cannot be ascertained, and that possibly she is merely finding pretexts for the postponement of the funeral. She has enlisted the Prince Royal in the same cause, persuading him that his interests would be impaired by the King's marriage. It is expected, therefore, that when August comes, some fresh excuse for delay will be found.

The imposition of the increased wheelbarrow-tax at Shanghai has apparently passed over quietly, no news of any disturbance having been received. Full preparations were made however, as will be seen from the following paragraph, which we take from the *China Gazette* of the 28th June:—Should any attempt be made by the wheelbarrow coolies to create a disturbance on account of the enhanced tax which is to be levied upon them from the 1st of July, there is no doubt that retribution will follow if the arrangements that are now being made are carried out even to the point of the bayonet without any backing down. H.M.S. *Immortalite* arrived from Chefoo yesterday morning and anchored at Woosung, and she is prepared to land a strong party of bluejackets and marines at any time, while the *Daphne*'s men are under orders to be in readiness to land at the first signal. The bluejackets from the U.S.S. *Monocacy* and the *Machias* will also be prepared to land men at once, as well as the French cruiser *Descartes*, and the Japanese cruiser *Tsukushi-kan*. Captain Mackenzie, the Captain Superintendent of Police, has ordered his men who are off duty on that day to confine themselves to barracks and be in readiness, and Major Brodie Clarke and the members of the Volunteer Corps will be equally game for the occasion to turn out if necessary. The French Volunteers (60 men) were paraded yesterday, and have been ordered to take up four positions, viz., in the French Consulate, the Municipal Hall, and the East and West police stations, whenever the alarm is given.

MR. BYRON BRENAN'S REPORT.

By the English mail we received a copy of Mr. BYRON BRENAN's "Report on the State of Trade at the Treaty Ports of China." It forms an interesting and instructive book of seventy pages and merits attentive perusal and consideration by British merchants and manufacturers. The report opens with a reference to the fewness of complaints by merchants, but a closer inquiry into the subject, Mr. BRENAN says, reveals the fact that complaints are few because our merchants are but little engaged in pursuits out of which complaints may arise; and that, being denied the opportunity of doing what they fain would in creating the conditions out of which a prosperous trade springs, the scope of their operations is so limited that there is now scarce room for the appearance of any question that has not already been fully debated and finally settled. Mr. BRENAN then shows that Treaty privileges benefit Chinese as well as foreigners and that, Foreign Powers having prepared the ground for their nationals, the Chinaman is gradually elbowing them out and occupying the position for himself. "But so long as this result is obtained, not by curtailing treaty rights of our merchants, but rather by extending these rights or their equivalent to the native of the country, we must rest content to let the business pass into the hands of those who can do it most successfully. . . . The British merchant in China appears to be disappearing, but the interests of our manufacturers remain, and as a market capable of immense extension China may well claim more attention than she at present receives. We should look beyond the China as it is, and think of the China as it might be, if a portion of the restless energy we display in new lands could be diverted to hasten the development of the unexploited if not undiscovered resources of this ancient country."

The second section of the report deals with the inland transit trade and the ingenious and persistent attempts made by the native officials to evade the provisions of the treaty. The report, it should be mentioned, is dated the 15th October last and therefore does not cover the new conditions in Kwangtung and Kwangsi resulting from the proclamations of January last recognizing the transit trade in those provinces. Part III. is headed "The suggestions and complaints of merchants," and reference is made to the suggestions of the Hongkong Chamber of Commerce with regard to the opening of the West River, suggestions that have now happily been partly carried into effect. Part IV. is entitled "Consequences of the war with Japan," in which the provisions of the Shimonoseki Treaty and their effects are considered. Referring to the prospects of foreign manufacturing industry in China Mr. BRENAN points out that while much has been written to prove that the fall in the gold price of silver must tend to encourage manufactures in silver using countries, it has been overlooked that copper much more than silver is the currency of China. "If it now costs one tael of silver to turn out 1,200 cash, when formerly one tael would buy 1,500 cash, it is not that the copper cash can now purchase more labour, but that silver can purchase less. Whether Shanghai can compete with Manchester depends as much on copper as on silver."

In Part V. we come to the crucial question, "What can be done to promote trade?" Mr. BRENAN says that to ask what steps can

be taken to promote British trade in China is almost the same thing as asking what steps can be taken to improve the condition of the people, for China's capacity for buying progresses with the development of her material resources, and this development is at present struggling against every obstacle that bad government can put in the way. Reference is made to the opposition of the official class to all development, the connivance of Peking with provincial shortcomings, and the futility of sending complaints to Peking. As an instance the following specific case is given:—"A British merchant at a treaty port appoints a Chinese to sell coal for him. Some local revenue officer directs the Chinese agent to add five per cent. to the price, and to pay the money to his department. The Chinaman under instructions from his employer refuses, and he is seized and imprisoned. The usual reference to Peking is made and orders in due time arrive, but meantime the business has been injured and all Chinese concerned intimidated. The net result is that the purchasers are still surcharged the five per cent., and that the Chinese agent holds his tongue in future." Passing on to the prospects of reform, Mr. BRENAN says: "The financial difficulties which now beset China may turn out to be more productive of reform than the severe lesson lately forced upon the country by Japan. If China's need of money is wisely utilised by foreign Powers she may be driven to husband her resources and to adopt measures for still further adding to the national wealth." China's proposal that the treaty tariff shall be doubled should, in Mr. BRENAN's opinion, be accepted only on the Foreign Powers' own terms. "If, after we have indicated a course which will not only enrich the State but bring prosperity to the people, the Chinese Government still persists in preferring measures which must be injurious to the nation at large, we may well refuse to be a party to the suicidal act and withhold our consent to any modification of the treaty." This leads up to a proposal for the international arrangement of the lekin tax and its collection by a foreign staff similar to that of the Imperial Maritime Customs.

The step which Mr. BRENAN says Her Majesty's Government might take in furtherance of trade is the appointment of a commercial secretary, the Consuls being too fully occupied to devote much time to commercial matters. The scope of this official's duties is set out in some detail. To this branch of the subject we shall revert on another occasion. We then come to the question of what merchants and manufacturers can do to help themselves. Home manufacturers, Mr. BRENAN holds, must initiate organised research into China's needs and resources; local foreign merchants cannot be expected to set on foot a systematic inquiry, as the research would cost time and money and the local merchant cannot feel assured that the resulting profits would be his. Showrooms are also recommended, and the experience of Shanghai in this matter is cited in support of the recommendation. Mr. BRENAN confirms the statement so frequently made, that Continental manufacturers are more accommodating than British; and he says that in another direction we have also something to learn from German firms. "In almost every German mercantile house there is at least one German partner or clerk who speaks Chinese; this is seldom found in English houses. We

seem to rely on Chinese learning our language, which they do when it is to their own advantage, but there must occasionally be times when it is a distinct disadvantage to have to carry on negotiations through an interpreter whose good faith is not above suspicion." The report closes with some notes made for Mr. BRENAN by "an intelligent and practical merchant, who has much experience in pushing business."

We have, in the first part of this article, recommended Mr. BRENAN's report to the consideration of merchants and manufacturers. It is to be hoped that it will also receive attention in the Foreign Office, for it gives an admirable account of the commercial situation from a political point of view, shows the limitations imposed on merchants under existing conditions, and illustrates the necessity of a firm and forward policy on the part of the British Government.

A BRITISH COMMERCIAL ATTACHE FOR CHINA.

In another column we reproduce the remarks made by Mr. BYRON BRENAN, in his Report on the State of Trade at the Treaty Ports of China, on the appointment of a Commercial Attaché or Secretary. The idea has not originated with Mr. BRENAN, the suggestion having been before the public for several years past, but the functions of the proposed officer have never before been set out so clearly and in such detail. For our own part, we are not sanguine that the appointment of a Commercial Secretary or Attaché would produce any remarkable effect in the development of British trade in China, for it is not very apparent what such an officer could do beyond what is already done by the various Consuls and the Legation; but it would be interesting to see the experiment tried. There are, however, a few points in Mr. BRENAN's remarks on the inadequacy of the present arrangements that seem to call for some comment. He says in the first place that Consuls are too much occupied to devote time to commercial matters. "At the more important places, political matters, judicial cases, claims on behalf of his countrymen against Chinese subjects or officials, cases of assault or other form of outrage, questions connected with shipping, and many other affairs which could only occur in an oriental country, occupy a Consul's time to the exclusion of other matters which are nevertheless deserving of attention. . . . Under such conditions a Consul cannot do justice to the commercial interests of his country; he must attend to what is pressing and immediately before him, and leave alone what can wait. He can at best but devote intermittent attention to subjects of vital importance to our British industries." It is somewhat of a revelation to learn that Consuls are so busily employed, as ordinary observation would hardly lead to the conclusion that they were as a rule short of leisure. Then with regard to the compilation of commercial reports as now issued Mr. BRENAN says that "At present a manufacturer or merchant in England wishing to know to what extent his goods are consumed, or are likely to find a market in China, has to refer to some twenty trade reports to arrive at the information he requires. In trade reports as they are now made up there is a want of uniformity in the collection of returns, weights and measures are differently stated, and each Consul in converting silver values into sterling fixes

"his own average rate of exchange." Now it is not quite correct to say that a merchant has to refer to twenty reports to arrive at the information he requires. In the report prepared by the Secretary of Legation the consular reports from the various ports are collated and summarised, and the resumés prepared during the last few years by Mr. BEAUCLERK have given a comprehensive review of the tradal position throughout China and been very excellent reports indeed. Whether a Commercial Attaché would be able to compile better reports is, we think, doubtful and would depend entirely on the ability, industry, and commercial instinct of the official appointed. As to the criticism that each Consul in converting silver values into sterling fixes his own average rate of exchange, seeing that the rate varies slightly at the different ports this seems to be an inevitable circumstance and can hardly be classed as a drawback. Of the reports as at present compiled at the various ports, some are excellent, as, for instance, Mr. JAMESON's reports on the trade of Shanghai, and some are indifferent, but taking them as a whole they are decidedly useful, and it would be a distinct disadvantage if the appointment of a Commercial Attaché was held by the Consuls to absolve them from the obligation resting upon each of them to give the best and most complete commercial information they can in their annual reports. Assuming, however, that the work of the Commercial Attaché would be in addition to and not in substitution of that at present performed by the Consuls in the collection of information, it might, if a suitable man were appointed to the position, be of much value.

THE LIGHT DUES COMMISSION.

As will be seen by the correspondence between Mr. HERBERT SMITH and the Colonial Secretary, published in another column, the Government has waived inquiry by the Light Dues Commission into several of the points included in the original reference. The points withdrawn are Nos. 8, 4, 5, and 6. This has rendered the reference less ridiculous than it was originally. The Commission was appointed to enquire generally into the charges levied by the Government on shipping frequenting the waters of the Colony and the expenditure incurred by the Government in the interests of shipping, with a view to ascertaining the rate at which the light dues should be fixed. The third question included in the reference was whether the original expenditure on buildings connected with the Harbour Department, the Water Police, and the Observatory was incurred on behalf of shipping and whether interest on such original cost and a sinking fund to repay the same would be a legitimate charge on shipping. The fourth and fifth questions embodied similar inquiries as to the various lighthouses, the apparatus at the Observatory, the launches and boats belonging to the various Government Departments, the Causeway Bay breakwater, the dredger, and the hospital hulk *Hyeia*. The sixth question was worded as follows:—"What proportion, if any, of the expenditure incurred by the colony on behalf of the military contribution and of barracks services contribution should be assigned to shipping?" An inquiry into these four questions would have been almost interminable and could have led to no satisfactory result, whatever the amount of care bestowed upon it. We congratulate the Government on its discretion in withdrawing these particular questions, the propounding of which must ever remain

a source of wonder. Apparently the officials wanted to make out a bill of costs against shipping in the same spirit that is popularly supposed to animate a pettifogging and avaricious lawyer in making out his bill of costs against an unfortunate client, and on a suggestion that the proposed charges should be referred to the Secretary of State they have been struck out as promptly as would be the improper items in the bill of the aforesaid pettifogging lawyer on a suggested reference to the taxing master. Mr. HERBERT SMITH by his letter has very neatly pricked the bubble and thereby rendered a public service.

The questions that remain are the following:—(1) What sources of revenue as detailed in the Estimates come under the heading of charges on shipping? (2) What items of expenditure as detailed in the Estimates are incurred on behalf of shipping? (7) What proportion, if any, of the loss resulting to the colony from the absence of Crown rents and assessed taxes on lands in the colony under naval and military occupation should be assigned to shipping? (8) How the expenditure of the colony connected with the shipping frequenting Hongkong should in future be met? We are at a loss to know why No. 7 should have been left in, or how the commission can possibly arrive at any answer to it, unless they say at once that the matter has no connection with shipping. The remaining three questions do not appear to be open to objection, if there is to be an inquiry at all, but we must confess that we do not see the use of the inquiry. However, as the inquiry is apparently to be held, we hope the Commission in reply to the eighth question will find itself able to return a decided answer to the effect that the expenditure connected with the shipping frequenting the port should be defrayed from the general revenue and that the port should be entirely free. Hongkong occupies a splendid geographical position and it would be a wretched policy to jeopardise the commerical advantages arising therefrom by shortsighted fiscal regulations. Let the port be free and we may regard with equanimity any attempt on the part of our rivals to compete with it, but to impose burdens on shipping is equivalent to placing a bounty on competition. As we have seen, Macao has just been made a free port, so far as the coasting trade is concerned, with the express object of securing trade that would otherwise come to Hongkong; Germany is credited with a desire to establish a free port in our neighbourhood; and the idea of even China herself taking a similar step has been mooted. The imposition of port dues at Hongkong paves the way for such competition. It is easy to say the danger is remote and that in any case one or two cents a ton can't make much difference, but Hongkong's best policy is to play for safety and have no port dues at all.

Sunday was the "Glorious Fourth," but the anniversary falling this year on a Sunday the occasion was celebrated on Saturday, when the citizens of the Republic displayed the national flag, let off strings of crackers, and hospitably entertained all callers. The cracker firing, we understand, attracted the attention of the police, but it is not likely that there will be any after proceedings, it being a tradition of the colony that on this one day of the year, all laws and Ordinances to the contrary notwithstanding, our American friends are to be allowed to "let themselves loose." The American vessels in harbour were decorated on Sunday.

THE FIRE BRIGADE.

The Hon. F. H. MAY, in his report on the Fire Brigade for last year, ascribes the marked diminution in the number of fires after April to the increased rates of premia for insurance which then came into force and to the conviction for arson of two Chinese partners and the heavy sentence of twelve years' hard labour passed upon each. We notice that one of our contemporaries has called in question the likelihood of the rates of premium having any effect upon the crime of incendiaryism, on the ground that an unprincipled scoundrel who meant to set fire to his shop would not be deterred by the amount he had to pay for insuring it. It is a matter of common experience, however, that in countries where the standard of morality is low cheap insurance does as a matter of fact lead to an increase in the crime of incendiaryism. Nor is it strange that this should be so. The man who plans out a scheme for enriching himself at the expense of the Insurance Companies is in the majority of cases a man of straw who has no great amount of ready cash available, and unless he can get cheap insurance his scheme must fall through. Then, again, the would-be incendiary is not always able to carry out his scheme, for want of a favourable opportunity, in which case he looks upon the amount he has paid by way of insurance premium as so much money lost. Where insurance rates are high and the preliminary examination stringent—and the two usually go together—men of this class are likely to be deterred from insuring, but where there is a cut-throat competition amongst the Insurance Offices and policies are issued at a low rate of premium and with only a perfunctory examination of the stock and premises, unprincipled men are the more ready to take a chance in the game, trusting that they may have an opportunity of applying the torch without detection. The risks, however, are great, and where detection takes place and legal proof is forthcoming the consequences to the wrongdoer are serious, as in the case mentioned in Mr. MAY's report. The conviction in the case referred to could not fail to have a salutary effect on others contemplating the perpetration of a similar crime, and probably the decrease in the number of fires last year was due more to that cause than to the increase in rates of premium, but the conjunction of the two no doubt made each more effective than either would have been standing alone. Having to pay more money to begin with, and twelve years' penal servitude as the result of the venture, would strike the practical mind of the Chinese incendiary as a game not worth the candle.

Another point calling for notice in Mr. MAY's report is his suggestion for an improvement in the organisation of the Fire Brigade and in the traction of the engines. Unfortunately the suggestion is not set out in detail. Mr. May says he has already reported on how the improvements he suggests could be effected and his proposals have received the approval of His Excellency the Governor. From this it would seem that a special report has been made on the matter, and we would suggest that that report should be published. The efficiency of the Fire Brigade is a subject of the utmost interest and any well-devised scheme for improving our arrangements for the extinction of fires would command public support. With the improved class of house that has replaced the flimsy structures of the earlier days of the colony the danger of having a whole district of the

city devastated by fire is less than it used to be, and disasters such as those of 1866 and 1878 are, we hope, not likely to be repeated, but still the risk is one to provide against which the colony should be willing to pay a reasonable insurance premium in the form of a liberal provision for the maintenance of an efficient fire brigade. We hope, however, that no scheme of reorganisation will be decided upon until after the fullest public discussion, for the subject is one in which everyone takes an interest and upon which there are many people outside official circles who are capable of expressing an intelligent opinion.

THE OPENING OF WUCHOW AND CHINESE SQUEEZES.

Anyone who expected that the opening of Wuchow would result in foreign goods reaching the hands of the Chinese consumer on payment of the treaty tariff duty only must have had a very imperfect acquaintance with the conditions prevailing at other open ports. Unfortunately the levy of duty in addition to that provided for in the treaties, when the goods have passed out of the importers' hands, has been recognised as legal by the British Government, and in the Chefoo Convention the following provision is found:—"With reference to the area within which, according to the treaties in force, lekin ought not to be collected on foreign goods at the open ports, Sir THOMAS WADE agrees to move his Government to allow the ground rented by foreigners (the so-called Concessions) at the different ports, to be regarded as the area of exemption from lekin." This in effect gives the Provincial Authorities *carte blanche* with regard to the taxation of foreign goods as soon as the goods have left the area of exemption, which in the ports where no concession has been marked out means simply the foreigner's godown. Goods sent into the interior under transit pass are protected *en route*, but when they arrive at their destination they, too, are subject to local taxation. The more this question of likin, loti-shui, and other irregular taxation is ventilated, with a view to the introduction of an honest and uniform system, the better, but it seems absurd to cry "Ichabod" over the opening of Wuchow because goods arriving there are treated no better than they are at other open ports. What happens at Canton? We turn for an answer to the recently published report of Mr. BYRON BRENAN. "At Canton, where the retail trade is larger than at any other port in China, the import duty is merely a first instalment of what British merchandise has to pay. . . . Goods imported at Canton by steamer pay on landing the import duty stipulated in the treaty; this is paid to the Imperial Government through the foreign custom-house. Immediately afterwards the goods have to pay a provincial tax called lekin, and at the same time another provincial tax called defence tax, that is, a tax instituted of recent years to provide funds for the defence of the province. After these three imposts have been paid the goods may enter Canton and pass into consumption within a restricted area, beyond which more taxing stations are encountered. Clearly the intention of the treaty was that British goods after paying the import duty should be free in the city of Canton; but in practice the import duty is only a first payment to the Central Government; the needs of the provincial Government have next to be satisfied." This is what

goes on at all ports, and at the great emporium of Shanghai even the Municipal Council of the Foreign Settlements joins in the practice of raising local revenue by dues on merchandise, the tax being levied there under the euphemistic name of wharfage dues. These dues if levied by the Chinese authorities would be considered a squeeze, and it is much to be regretted that the Municipal Council should by such an example support the Chinese in the levy of duties beyond those authorised by treaty. However, independently of what the Shanghai Municipal Council may do, the vicious principle is established that foreign goods that have paid all charges leviable under the treaty are still liable to local taxation at the various ports and inland markets to which they may find their way. This principle is naturally applied to Wuchow as well as other ports, but it is not therefore to be assumed that the port is going to prove a failure. Under the new conditions goods destined for Wuchow escape the squeezes *en route* to which they were formerly subjected, and from that port they can be sent further inland under transit pass; and we are glad to learn that there is every prospect of the trade reaching a large development. It would be an excellent thing if China's corrupt fiscal system could be entirely reformed, but in the meantime the opening of new ports and new trade routes is an immediate and present advantage, notwithstanding that the same difficulties and adverse conditions may have to be contended with there that have so long vexed the souls of traders at the original treaty ports.

TRANSIT PASSES AND THE WEST RIVER TRADE.

In an article on the West River trade, the *Echo Macaense*, after referring to the Chinese attempts at extortion at Wuchow, goes on to say that there is another important point that requires solution, so far as Macao is concerned. By the Convention between England and China only Samshui and Wuchow are open ports—(our contemporary should have added Kongkun)—the remaining places mentioned being merely landing places. Goods destined for the open ports can pay their duties on arrival, but where shall goods destined for the landing places pay, seeing that duties are not collected there? Our contemporary says it would be logical that the duties should be collected at Lappa, but it appears the Customs station there is not authorised to receive them or to exercise any jurisdiction whatever over the trade, except to issue a pass to steamers proceeding to the West River and see that they observe the route laid down in the notification issued by the Canton Customs some time ago. This limitation, the writer urges, is vexatious and prejudicial to the development of Macao's trade. The traffic between Macao and Kongmoon, it is pointed out, is according to the statistics of the Lappa Customs of considerable importance, as in one year junks made 800 voyages between the two places and carried 53,526 tons of cargo. This volume of trade would give lucrative employment to a regular line of steamers, and it would be a pity if it continued to be carried on in junks, and still worse would it be if the trade, for the reason that it could not be conducted by steamers from Macao direct, were transferred to Canton via Samshui. The *Echo* urges this matter on the attention of the Macao authorities and suggests that every endeavour should be used to facilitate the establishment of a regular line of steamers

from Macao to Kongmoon and Komchuk, with liberty to carry passengers and cargo, without any obligation, as hitherto insisted upon, to proceed first to Samshui. The remarks of our contemporary apply *pari passu* to the trade from Hongkong, and it would be a convenience from every point of view if traders were allowed to take out transit passes at Kowloon or Lappa to cover their goods destined for the landing places along the West River. The Convention provides that these landing places are to be under the same regulations as the ports of call on the Yangtsze River. In the Chefoo Agreement, under which the Yangtsze landing places were opened, it is provided that "At all such points, except in the case of imports accompanied by a transit duty certificate, or exports similarly certificated, which will be severally passed free of lekin on exhibition of such certificates, lekin will be duly collected on all goods whatever by the native authorities." Trade can accordingly only be effectively carried on by steamers under transit pass, and as regards Kongmoon and Komchuk, which are situated on the lower branch of the West River, between Macao and Samshui, it is a disadvantage that the goods should have to be carried to Samshui or Canton in order to obtain a pass. Even as regards the calling ports higher up the river—Takhing and Shuihing—it would probably be a convenience and save delay if passes could be secured at the commencement of the voyage instead of having to be taken out while the goods are at Canton or Samshui *en route*.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held at the offices on 30th June. Dr. J. M. Atkinson (Principal Civil Medical Officer) presided, and there were also present—Hon. F. H. May (Captain Superintendent of the Police), Hon. W. Chatham (Acting Director of Public Works), Dr. Clark (Medical Officer of Health), and Mr. H. McCallum (Secretary).

MINUTES.

The minutes of the previous meeting were read and confirmed.

SUBORDINATE OFFICERS AND PRIVATE BUSINESS.

THE CAPTAIN SUPERINTENDENT OF POLICE—I rise to move the resolution that stands in my name, namely, "That the Board do call upon each and every one of the subordinate officers, interpreters, and clerks serving under the Board to furnish to the Board a full and accurate statement of the business concerns, if any, in which they are interested."

The PRESIDENT—I second the motion of the Vice-President.

The MEDICAL OFFICER OF HEALTH—Are we going to have any reasons?

The CAPTAIN SUPERINTENDENT OF POLICE—I think the resolution speaks for itself. I do not think it is desirable to go into details at present.

The MEDICAL OFFICER OF HEALTH—I fully endorse the principle of the Vice-President's resolution, but I beg to submit that this Board is not competent to make any such demand upon its subordinate officers. It must be borne in mind that the Sanitary Board is not in the position of an employer of labour. It has no right or power to engage or dismiss even the subordinate officers. These officers are the servants of the Government; they are engaged by the Government and paid by the Government to carry out certain work under the direction of the Board, and so long as that work is efficiently carried out it seems to me that the Board has no legal right to make any further demand upon the officers. The Board is practically in the position of the head of a department, and if such a demand as this is to be made upon subordinate officers it appears to me that it should be made upon all the departments of the Government of this colony. I

feel quite sure that the Vice-President is fully acquainted with Rule 76 of the Colonial Rules and Regulations—"All salaried public officers are prohibited from engaging in any trade or connecting themselves with any commercial undertaking without leave of the Government approved by the Secretary of State." If the Vice-President has any reason to believe that that Rule is in this colony more honoured in the breach than in the observance by the subordinates in this or any other department I think the proper course to adopt is for the Government to make such a demand as this upon the subordinate officers generally in the colony. It seems to me that to bring such a resolution as this before the Sanitary Board casts a slur upon the subordinate officers. If such things do take place—and I presume the Vice-President thinks they do, otherwise he would not have brought forward this resolution—one can hardly believe that the subordinate officials in this department alone are to blame. Why those officials should be more blameworthy than those of any other department I cannot say, but in order to have the matter tested I think the proper course would be for it to be dealt with by the Government and for a general order applicable to all departments to be promulgated. Why I say that this Board is not in the position of an employer of labour is to accentuate the fact that we have no power, even supposing the subordinate officers are connected with business proceedings, to make the demand. The Government have the power, because it is a breach of the Colonial regulations, but so long as a man performs the duty for which he is paid we have no power. For that reason I think the matter had far better be brought forward before the Executive Council, and therefore I am reluctantly compelled to vote against the resolution. I do not think it is wise to cast imputations on officers of this Board and to ignore the other departments.

The CAPTAIN SUPERINTENDENT OF POLICE—Dr. Clark has said that this Board stands in the place of the head of a department. I thoroughly concur in that, and it is the duty of the head of the department, and therefore of this Board, to see that the Colonial regulations, and any other regulations affecting the public service, are observed. It is not pretended in this resolution that we have any power to deal with any officers who may contravene the Colonial regulations, but it is our duty to investigate such matters when they exist and report thereon to the Government. I cannot agree with Dr. Clark that if in any one department there should be reason to suspect that any irregularities are occurring therefore the whole service should be called on to furnish a return such as this, no more do I think that by passing such a resolution as that I have just proposed any slur is cast upon this department. If the thing does not exist, well and good; if it does consequences will ensue. I would only add that the work of this particular department is of such a nature that there is more room for its subordinate officers to engage in business transactions than in any other department except—perhaps not even excepting—the Public Works Department. It is obvious that where a vast number of houses are concreted and a vast number of houses limewashed and a vast amount of sanitary work of all sorts is being done, the door is opened to subordinate officers engaging in business transactions. The door is not open so wide in other departments because there are not the same opportunities. Now, Sir, since Dr. Clark has forced me to somewhat show my hand, I say that during the last six or nine months the rumours outside regarding the business transactions of the subordinate members of this department have been most persistent, and I think it is quite time that this Board should take some notice of it, and therefore I deem it my duty to bring forward the resolution I have proposed.

The MEDICAL OFFICER OF HEALTH—The Board have absolutely no evidence to show that anything is going on. I asked if there was any argument in support of the allegation and none was brought forward. That was why I said a slur would be cast upon this department if the resolution is passed.

The CAPTAIN SUPERINTENDENT OF POLICE—As regards the evidence, I was not aware

that the Medical Officer of Health had not seen certain papers that passed between the late President and myself, but I do not think he is altogether correct in saying what he did about the evidence. There is more evidence than he thinks.

The MEDICAL OFFICER OF HEALTH—Before the Board, I said.

The CAPTAIN SUPERINTENDENT OF POLICE—I do not know what the late President did with the papers.

The PRESIDENT—I certainly think that as these rumours do exist in the colony it is necessary, in the interests of the public service, to take some steps in this matter, and for that reason I have seconded the motion calling upon each and everyone of the subordinate officers to make a full and accurate statement of the business concerns, if any, in which they are interested, so that we shall be enabled to clearly find out whether there is any truth in these rumours or not. If they are denied and evidence is brought forward we shall have a clear and definite basis to go upon.

The resolution was then put. The mover and seconder voted in favour of it and the Acting Director of Public Works and the Medical Officer of Health voted against it.

The resolution was carried by the casting vote of the Chairman.

BUBONIC PLAGUE IN FORMOSA.

An official return from Taiwan, Formosa, showed that from 26th May to 9th June there were 75 cases of plague and 60 deaths in Taiwan.

MORTALITY STATISTICS.

The death rate for the week ended 19th June was 23.2, as against 11.3 for the corresponding period of last year. For the week ended 26th June, the death-rate was 18.9 as compared with 24.4 in the corresponding period last year.

A NEW MARKET FOR TAIKOKTSUI.

Mr. John Lemm made an application on behalf of two squatters to erect a building at Taikoktsui for use as a market.

On the application being circulated all the members of the Board notified their opinion that a market was necessary in the neighbourhood, but they thought it would be a mistake to allow the establishing of a public market by private enterprise. The Acting Director of Public Works reported that a building to suit present requirements could be erected on land which was now available at Taikoktsui. The estimated cost was \$3,000.

It was resolved to request the Government to carry out the recommendations of the Acting Director of Public Works.

THE REPORT OF THE SECRETARY OF THE SANITARY BOARD.

At the meeting of the Sanitary Board on 30th June the report for 1896 of the Secretary, Mr. Hugh McCallum, was laid on the table. We make the following extracts from it:—

DRAINAGE WORKS.

This branch of the Board's work is dealt with in detail by the Sanitary Surveyor in his report for the year. From his report it will be seen that very considerable progress has been made in the systematic inspection of the house drains in the Colony, and in getting the necessary work of re-draining those houses, where the drains have been found to be in a defective and insanitary condition, accomplished. This very necessary work would have been practically completed, so far as the City of Victoria is concerned, had the Assistant Surveyor not found it to his advantage to resign his public appointment, and resume his private practice. His place has not yet been filled and as a result, since his resignation in July, only such inspections have been made as could not be postponed.

It is satisfactory to be able to record that the malicious choking of house drains, which was so prevalent some three years ago, has practically ceased. Such choking of these drains as now takes place is, I feel sure, in the main, due either to ignorance or to carelessness, and chiefly to the former cause.

MARKETS AND SLAUGHTER-HOUSES.

The annual report of the officer performing the duties of the Colonial Veterinary Surgeon deals with this branch of the Board's work. From his report it will be observed that with

the exception of a serious outbreak of a virulent communicable disease amongst the stock of animals on the Dairy Farm Company's premises at Pok-fu-lum, the health of the animals in the Colony, both in the public depots and in the private sheds, was on the whole good.

The occurrence of cattle plague amongst the animals at Pokfulum presents some features which deserve careful attention. On the 9th March the Chairman of the Dairy Farm Company reported to the colonial secretary that a number of their animals were suffering from a communicable disease of an influenza type, and on the 10th he described it as spreading amongst the animals on the farm with lightning-like rapidity. So far as I have been able to ascertain, cases of illness, i.e., minor ailments, had been fairly prevalent amongst the animals on this farm for some months previous to the occurrence of the first case of rinderpest. However, there does not appear to be any connection between these cases of illness, which were mainly characterised by a marked increase in the animals' temperature, and the subsequent cases of rinderpest. The rapidity with which a number of animals became ill is enough to throw doubt on the cause being the ordinary infection of one animal by another and forcibly suggests that the real causation of the disease in the first instance was a contaminated food supply. This source of causation is rendered more probable when there is very good reason to believe that cases of cattle plague were occurring in the neighbourhood of Canton at about the same time. Unfortunately, it is not known for certain that the cattle disease, which was more or less prevalent in the neighbourhood of Canton, was cattle plague. Even if it was cattle plague, I have no reliable information that any cases there preceded those which first occurred in this colony. It is, however, beyond question that bran is regularly imported here from a district not very far from Canton, and that this bran forms a very considerable part of the food supply of the milch cows in the colony. These circumstances indicate pretty clearly the need which exists that the dairymen in the colony should exercise rigorous care in the purchase of the imported food stuffs which they give to their animals.

During July and August four ships arrived from Hainan with 37, 21, 8, and 8, dead swine on board. There was a suspicion that death resulted from swine fever, but I am inclined to think that the heat of the sun and the manner in which the animals were packed one above the other in baskets, together with little or no fluid food during the passage was the real cause of the illness which resulted fatally. The circumstance that out of a very large number of these animals brought up by the same ship and that were in a very exhausted condition on being landed, only five died after landing, is enough of itself to throw doubt on the assertion that death resulted from the disease known as swine fever.

36 sheds capable of housing 1,266 head of cattle, 8 sheds capable of housing 260 head of goats, and 867 pens capable of housing 6,790 head of swine were licensed during the year. The housing of these animals may now be fairly considered to be in a satisfactory condition.

MORTALITY STATISTICS.

Inasmuch as these are now fully dealt with by the Medical Officer of Health in his annual report, I have asked him to append to it the tabular statements and diagrams which I have submitted to the Board with this report for a number of years past.

CEMETERIES.

The remarks made last year regarding the laying out of the public cemeteries for Chinese still hold good. However, it is hoped the Assistant Surveyor will be able soon after his arrival to take this very necessary work in hand.

INFECTIOUS DISEASES.

The following are the number of cases of the various communicable diseases which have been notified during the year, viz.:—

Bubonic Plague	1,204
Small-pox	37
Typhus Fever	51
Puerperal Fever	4
Enteric Fever	37
Diphtheria	13
Cholera	53

[July 7, 1897.]

The total sum paid to private medical practitioners for notifying such cases of communicable diseases as occurred amongst their patients during 1896 was \$46.

The unfortunate prevalence of bubonic plague during the year caused the expenditure of a very considerable sum of money, viz., \$42,856.39, in cleansing and lime-washing premises throughout the colony as well as in disinfecting those in which cases of bubonic plague occurred.

The carrying out of these cleansing operations unfortunately gave rise to some litigation. As the circumstances connected with the four suits which were instituted against the majority of the members of the Board have been fairly fully dealt with already, it does not appear to be necessary to refer to them further in this report.

LAUNDRIES.

Only six of the public laundries have been let during the year. Owing to press of work, arising mainly from the prevalence of Bubonic plague during the greater part of the year, very little attention could be given to the various laundries throughout the City, and it is mainly owing to this that I attribute some of these public laundries remaining vacant so long.

BAKERIES.

Nothing of special importance occurred during the year in connection with these food preparing establishments.

COMMON LODGING-HOUSES.

The bye-laws for regulating these houses have been steadily enforced during the year. However, there is reason for believing that a considerable number of lodging-houses exist that have not yet been registered.

There is, for some reason not easily understood, a strong objection on the part of some employers of labour, who lodge their workmen as a part payment of their wages, to register the premises in which they house their workmen as common lodging-houses. It may be merely downright obstinacy, but I am strongly inclined to think that in most cases it is due to the Chinese notion that they have a right to house their servants as they please, no matter whether such housing is done in such a way as to be a danger to the public health or not.

OFFENSIVE TRADES.

Very considerable progress has been made in enforcing the provisions of the bye-laws for the regulating of these trades. It is true none of the premises were registered during the year, but the great majority of them have been put in accordance with the requirements of the bye-laws and registration will follow in due course.

NIGHTMEN.

In October 1894 bye-laws were made by the Board providing for the registration and licensing of all persons following the calling of nightman. It was not, for various reasons, found practicable to enforce these bye-laws till September of 1896. When the nightmen found they had to be registered and licensed before they could lawfully ply their calling, they quietly but suddenly ceased to work without, in most cases if not in all, giving their employers any warning. This action on their part was a clear desertion of their employers' service and a punishable offence against the law of the colony. It was, to my mind, something of far more importance. It was, for all practical purposes, an open rebellion against a particular law of the colony and a defiance to the authority of those responsible for enforcing all the laws of the colony. It was in no sense what is ordinarily known as a strike amongst a particular class of workmen because of a difference between themselves and their employers, but a deliberate attempt to compel the Government not to enforce the law. The only excuse these people can have for their action is, that it is by no means an uncommon mode of procedure in their own country and to them had probably the stamp of "old custom." The event, although causing much inconvenience and discomfort to householders, more especially to those who live in tenement dwellings, had no evil results so far as the public health of the Colony was concerned, and it will, I hope, have one good result, viz., the carrying out of the conservancy of the City by the rational means of a public contract or by the paid servants of the Board,

instead of as at present by the irrational means of each householder making his own terms with his servant to do the very necessary work of cleansing his premises daily, every second day, or twice a week according to his ability and willingness to pay his servant.

THE "CHUNG NGOI SAN PO" OR THE DIAMOND JUBILEE.

On the 22nd June, the day appointed for the celebration of the Diamond Jubilee, the *Chung Ngoi San Po* published a metrical address to Her Majesty, most of the phrases being selected from the Chinese classics. The following is a rough translation, which conveys the sense but makes no attempt to follow the elegance of diction that characterises the original:-

This being the day appointed for the celebration of the completion of the sixtieth year of the reign of Her Most Gracious Majesty the Queen of Great Britain we beg to tender this address. Her Majesty has enjoyed a long life of over seven tens of years and has occupied the throne for sixty years. This is a most glorious record for which a parallel can hardly be found in the last ten centuries. All the friendly nations have sent representatives to be present at the celebration. The number of years that Her Majesty has reigned is equal to that of the Emperor Kin Loong. We, the *Chung Ngoi San Po*, being under the protection of the laws of Great Britain, should therefore present an address. Though we can neither make so good a speech as Tsz Chau (an officer in the time Chan Chau), who was an excellent speaker, nor write so fine a composition as Tsu Ling (an officer of ancient times), we must try to do the best we can, so we make our address as follows:- In ancient times the most peaceful ruler in China was the Empress Lu War, and in the middle ages the reign of the Emperor Lu was the longest (100 years). The Sovereign of Great Britain is a woman who rules the Empire peacefully and is friendly with all other countries. As Her Majesty is both a peaceful ruler and has reigned so long a time she is equal both to the Empress Lu War and the Emperor Lu. She selects Her officers with care, appointing each to the office for which he is most suitable. She has appointed Lord Salisbury as Prime Minister, a post which he worthily fills, as Fu Ut was appointed Prime Minister by the Emperor Ku Chung. Reference is also made to the Prince of Wales's appointments and a parallel drawn with the appointment of Li Mok as Commander-in-Chief of the Land Forces by the King of the country of Chiu. Great Britain has acquired large tracts of territory, while she herself has not for ages been invaded by an enemy. Prisoners are kindly treated, and learned men worthily received. Railways have been greatly extended, and the penny post was established during the Queen's reign. Great Exhibitions were also initiated in Her reign to promote friendship amongst the nations. Museums have been erected, so that the knowledge of the people may be enlarged. As Her Majesty's kindness has been shown to the people, no wonder is it that the country becomes more powerful day by day, even as the country of Chai, that knew how to deal with public affairs properly, largely increased its territory. India has greatly prospered under Her Majesty's rule, and North Borneo, Labuan, and Natal have become British colonies. The age of Her Majesty is now equal to that of Lo Kwan, but is less than that of Ngan Tsz by one year. Though the old Chinese phrase, "May Her Majesty pass four hundred *kap tsz*" (40,000 years), or "May She live eight thousand years" are absurd, yet we sincerely wish Her Majesty long life and happiness.

We regret to learn, says the *Shanghai Daily Press* of 26th June, that the son of Mr. Limby was yesterday bitten by a dog, which it was feared was afflicted with rabies, and the lad will be sent immediately to Saigon to undergo the Pasteur treatment. The same dog is reported to have bitten four other foreigners and a Chinese amah, and to have since died.

THE JUBILEE THANKSGIVING SERVICES.

The Rev. R. F. Cobbold, Chaplain of St. John's Cathedral, in his monthly "Notes" makes the following reference to the Thanksgiving Services:-

The Thanksgiving Service on the occasion of the Queen's Great Jubilee was very well attended. There were over 800 seats in the Cathedral, and only a very few of the appropriated ones were unoccupied. A large number of people stood in the doorways throughout the service. The Rev. G. R. Vallings, Garrison Chaplain, intoned the Prayers, the Rev. W. Banister read the Lessons, and the Chaplain preached, using the text "God save the King" (1 Sam. x. 24). Mr. A. G. Ward had taken great pains to train a specially augmented choir, and made excellent use of our beautiful organ. His solo, composed expressly for Gadsby's Anthem, "O Lord our Governor," was particularly appropriate; and we were fortunate in having Mr. Sliman to sing it. The seats in the chancel, in addition to those used by the choir, were occupied by His Excellency the Governor, attended by the Executive and Legislative Councils, the General, the Commodore, the Jubilee Committee, and officers representing the Naval and Military Forces now in the Colony. On either side of the altar were displayed a large Royal Standard and the Flag of S. George; and the Union Jack, with the Red, White, and Blue Ensigns, was suspended from the roof of the nave. The Volunteers formed in two lines along the whole length of the nave, between which the Governor's procession passed, led by the choir and clergy. It is seldom that we are able to render such a service; but when it is remembered why all Church services are rendered it seems a pity that they do not more often approach the Thanksgiving of June 20th in heartiness and impressiveness. We were sorry that we had no Bishop to take part in this memorable service, no successor to Bishop Burden having been yet appointed, though it is more than six months since the Bishopric became vacant. The offerings collected for the Organ Fund amounted to \$462.29. The congregation in the evening was very small.

In the afternoon the Cathedral was again crowded by a very large congregation composed of Chinese Christians in the Colony belonging to the Church of England and the various Protestant Missions. The service consisted of part of the Accession Service in the Prayer Book, translated by Dr. Chalmers, and hymns sung in Chinese by a Choir of 130 young people. Mr. A. J. May presided at the organ, and the singing of the National Anthem, the Old Hundredth, and "Now thank we all our God" was very hearty and impressive. Two earnest addresses were also given; one, in Cantonese, by the Rev. Fong Yat San of the C.M.S., and the other, in Hakka, by Mr. Li Shing Yau, of the Basel Mission.

Mr. Fong took the text "But seek ye first the Kingdom of God and His righteousness, and all these things shall be added unto you;" and, after referring to the teaching of Mencius about a "nobility bestowed by Heaven" and to Solomon's prayer for an "understanding heart," in illustration of the life and character of the Queen, the preacher spoke of Her Majesty's devout spirit and active benevolence, her wise rule and long life. He quoted the Queen's saying that "the secret of England's greatness lies in the Bible;" and pointed to the results of seeking first the Kingdom of God. He concluded, "We, who are not her subjects and yet are one with them in the bond of a common faith, thank God to-day for the life and reign of the Queen of England. Members of the Body of Christ, and members one of another, it is our privilege to join in common praise, thanksgiving, and prayer for the Queen. May God protect her, and grant her the blessing of peace, and endue her richly with the Holy Spirit."

The address in the Hakka dialect was based upon the text "Wait on the Lord, and keep His way, and He shall exalt thee to inherit the land." Mr. Li passed in rapid succession the chief events in the life of the Queen, the facts of which confirmed the truth of the text. She

had consistently striven to "Wait on the Lord" and God had exalted her "to inherit the land." The speaker traced the character and conduct of the Queen's public and private life to their source, and quoted Her Majesty's reply to a Minister who made use of the word "Expediency"—"I have been taught to judge between what is right and what is wrong; but expediency is a word I do not wish to hear." This was to fear God and not man; this to "wait on the Lord and keep His way." In conclusion he said, "Would that the rulers of our own Empire might speedily know this secret! China is yet uninstructed, unconvinced, deluded. Even now she deems Confucianism the way of progress and prosperity. An ancient Roman Emperor was forced, after fighting the truth all his life, at the last to confess "Galilean, Thou hast conquered!" May it not be long before China has to admit that Christ has prevailed in the conflict between truth and error, good and evil. May the Chinese people see in Him a Prince and a Saviour, for "there is none other Name under Heaven given among men whereby we must be saved."

A BRITISH COMMERCIAL ATTACHE FOR CHINA.

The following are the suggestions made by Mr. Byron Brenan with reference to the appointment of a commercial attaché to watch British trade interests in China:

There is one step which Her Majesty's Government can take in furtherance of trade. There appears to be wanting a link between the consular service and our merchants and manufacturers, which could be supplied by the appointment in China of an officer who could devote his sole attention to the development of trade.

While in other countries a consul's attention is devoted chiefly to commercial questions, and in the discharge of his duties in connection with these, he is assisted by the systematic way in which foreign Governments and commercial bodies prepare statistics and publish information; in China the ordinary duties of his office leave him but little time to devote to commercial matters in the abstract, and in the investigation of these he meets with difficulties out of all proportion to the results attained.

At the more important places, political matters, judicial cases, claims on behalf of his countrymen against Chinese subjects or officials, cases of assault or other form of outrage, questions connected with shipping, and many other affairs which could only occur in an oriental country, occupy a consul's time to the exclusion of other matters which are nevertheless deserving of attention. The time, labour, and persistence that must be expended in disposing of any matter involving discussion and negotiation with Chinese officials, would seem incredible to anyone who has not had the personal experience, and the bulk of a consul's work is of this nature. Delay and evasion are the Chinese official's weapons, and whatever the question may be a consul must choose whether he will write reams, and spend hours in a strange tongue, or whether he shall confess himself tired out and retire from the contest.

Under such conditions a consul cannot do justice to the commercial interests of his country, he must attend to what is pressing and immediately before him, and leave alone what can wait. He can at best but devote intermittent attention to subjects of vital importance to our British industries.

The remedy for this deficiency in our consular system in China lies in the appointment of a specially commissioned officer to study commercial questions. Whatever might be the designation of the officer—"commercial secretary," or "attaché," or "commissioner"—the purpose of his appointment would be to combine in one man specially qualified for the work the duties which are now but inadequately performed by 20 consuls all working independently of each other. Such a commercial secretary would still be largely dependent on the assistance of Her Majesty's consuls at the different ports, but he could also assist them by suggesting the sort of commercial information that is desirable, and indicating the direction in which their services can best be utilised. The scope of his duties may be inferred from the following remarks—

1. Chambers of commerce in England occasionally make suggestions to the Secretary of State for Foreign Affairs regarding the assistance which might be rendered by Her Majesty's consuls abroad, and describe in detail the services they are in need of. It would be for the commercial secretary to consider to what extent in China the wishes of the chamber of commerce can be satisfied, and to frame directions for such of the ports as might come within the sphere of the inquiries set on foot.

2. At all the ports consuls receive many trade circulars and letters referring to manufactures of all kinds. Both in the despatching and the receiving of these, much time and money is wasted. As frequently happens, a consul has to answer that there is no opening for a business of the kind referred to. He can but speak with regard to his own district.

Could all this correspondence be centralised in one office, the commercial secretary, having a bird's-eye view of the conditions of trade in all China, could give a more complete answer. Through his agency, also, firms in England desiring to be put in communication with houses in China could be directed in the right quarter, and similarly Chinese business men could be put in touch with firms in England.

3. Of recent years many new products have been exported from China. There can be little doubt that there are still many products untouched and available, and the collection of samples of such products, with reports thereon, would be one of the duties of the commercial commissioner.

4. Some of our British products are being driven out by imports from other countries, or by articles of native manufacture. This requires careful watching. Samples and all possible information regarding price, native taste, mode of packing, &c., should be sent to England, and this can only be done from some central office like that of a commercial secretary.

5.—An important part of this officer's duty would be to obtain early information about projected public works, so that our people could be early in the field to secure contracts. Much business is lost because local firms are not prepared to give estimates off-hand, or to supply all the information a Chinese official or company director requires of them.

6.—He would specially study the conditions and requirements of trade in China; be on the lookout for probable openings for British trade; report on the growth of manufactures, and the imports of raw materials; and when necessary, suggest that an expert should be sent out by commercial associations in England to study any particular question.

7.—In the compilation of commercial reports there is room for improvement. What is wanted is a comprehensive review of the trade and commerce of the country arranged under subjects. At present, a manufacturer or merchant in England wishing to know to what extent his goods are consumed, or are likely to find a market in China, has to refer to some 20 trade reports to arrive at the information he requires. In trade reports as they are now made up there is a want of uniformity in the collection of returns, weights and measures are differently stated, and each consul in converting silver values into sterling fixes his own average rate of exchange.

8. At each port some change in the course of trade or in the requirements of the people may be gradually taking place, but passes unnoticed because of not much local importance. In the aggregate throughout China the change may be of great significance, and a commercial secretary having all China within his purview could study the cause and effect.

9.—Some of our manufacturing centres in England ask that samples of goods be sent home, together with every information bearing upon the origin, price, import duties, quantities, &c. Such work cannot be properly performed by 20 consuls in different parts of China, this would merely result in useless multiplication and repetition. In the hands of a commercial secretary very complete information on all points desired could be supplied.

10.—Much importance is attached to expedition in presenting reports. With a commercial secretary at Shanghai in touch with the general chamber of commerce and the statistical department of the custom-house considerable delay which is now inevitable would be avoided.

11. A man in an official position in China can, without doubt, have access to officials more easily than can a merchant, and as he is not pushing his own private business, he is listened to with less distrust. A commercial commissioner who gained the confidence of the Chinese might be occasionally appealed to for advice, and if he could not achieve any more direct success, he might at least put them on their guard when about to fall into a trap. In the way of personally introducing agents from firms in England, or putting Chinese officials in communication with trustworthy firms he could do good service.

The expression "Chinese official" is so often used because in China almost every large work or enterprise is under official direction.

12.—The commissioner ought to be in direct communication with the chambers of commerce in England so that they could have ready means of obtaining any information they desire.

13.—Being on the staff of Her Majesty's Minister in China, such a commercial secretary could give valuable advice as to the effect of any change in the tariff, of fiscal innovations in the provinces, of opening new trade routes, and by means of well conceived memoranda place Her Majesty's Minister in a position to point out to the Chinese Government the advantage or the reverse of any proposed line of policy.

PREFERENTIAL TARIFF ON JUNK-BORNE CARGO AT CANTON.

Mr. Byron Brenan, in his report on the state of trade at the Treaty Ports of China, mentions the complaint of the Hongkong General Chamber of Commerce with regard to the preferential duties which place junks at an advantage *vis-à-vis* steamers. The following is the passage of the report dealing with this question:

The preferential tariff enjoyed by junks has its origin in the dual system of collecting customs duties on the Canton River. Foreign vessels pay duties to the foreign custom-house, and the full amount is honestly accounted for to the Central Government. Native junks pay duties to the native custom-house. As the superintendent of this establishment remits a fixed sum and keeps the rest, he does what he can to divert trade from steamers to junks; and the surest way is by giving junks preferential rates. The foreign customs tariff is fixed by treaty and immutable; the native customs tariff is also fixed on paper; in practice it is what the Chinese superintendent chooses to make it, and on some of the most important articles he underbids the foreign customs by an amount sufficient to cause shippers to prefer junks to steamers.

In order to silence the remonstrances of the steamer company the Chinese superintendent professes to adopt the same tariff as the foreign custom-house; but by allowing 100 chests to pass as 50, or by privately returning a bonus to contributors he can attain his object without detection. If it is difficult to produce proof that Chinese officials impose heavier duties than the tariff allows, when of course, the merchant is a sufferer, how much more difficult is it to convict him of accepting less than the tariff, when the merchant is a gainer and an accomplice. The Central Government informs the foreign ministers at Peking that stringent instructions have been sent to discontinue such preferential treatment, and the Canton superintendent assures the foreign Consuls that his tariff is identical with the treaty tariff. And yet in the face of such assurances this is what happens. Canton teas are sent down either by steamer or junk to Hongkong for transhipment to a London-bound steamer. By the custom of the trade the Chinese dealer contracts to deliver the tea duty paid either on board the river steamer at Canton, or on board the ocean steamer at Hongkong. If allowed to follow the latter course the Chinese dealer will make a reduction of 2s. per cwt., and, of course, have to pay the junk freight to Hongkong in addition. It is the preferential duty by junk that enables him to do this.

In this particular matter the British merchant gains and the British steamer company loses; the Chinese revenue with the connivance of the Peking officials is defrauded, and we are, it can hardly be said, hoodwinked, but at any rate trifled with, and the lesson is useful as showing

the danger of making any compact with China when there is left any loophole for evasion.

If the Chinese Government were really desirous of putting a stop to this preferential treatment of junks the obvious course would be to place junks and steamers under the control of the foreign customs. It is only where these junks and steamers come into competition that the preferential tariff concerns us, and it is an open question whether the favoured treatment accorded to junks is injurious to trade in general.

CHANGES IN THE CHINA TRADE.

CHINESE MONOPOLISING THE IMPORT TRADE.

MERCHANT VERSUS COMMISSION AGENT.

We take the following interesting review of the changes taking place in the China trade from Mr. Byron Brenan's recently published report:—

Although eighteen ports are open to the commerce of the world, the importation of goods into China from Europe, the United States, and India, almost entirely takes place through the British colony of Hongkong in the south, and through the treaty port of Shanghai. From these two great entrepôts of the China trade all the other ports are supplied. Hongkong supplies Foochow, Amoy, Swatow, Canton, Hoihow, and Pakhoi; while Shanghai satisfies the wants of the six Yangtze ports, and the three northern ports. It is at Hongkong and Shanghai that are established the British firms that supply the China market.

At the other ports, or the "outports" as they are known in the China trade, the British merchant, and the foreign merchant generally, is ceasing to exist. At only twelve out of the eighteen ports are found British subjects engaged in any sort of trade, and at only three or four are any British subjects interested in the import trade. As already explained, the Chinese trader finds himself in the enjoyment of all the commercial privileges conferred on foreigners by the treaties. According as he lives in the north or in the south he can proceed to Shanghai or Hongkong to lay in his supplies. He prefers the larger choice which he finds in these places; he has all the financial facilities which the well organised Chinese banking system affords him; he can travel more cheaply than his foreign rival, and his establishment at the treaty port costs him much less to keep up. He can thus lay down his stocks at any of the outports on cheaper terms than the foreigner, and can easily undersell him. But the native has still further advantages in disposing of his goods at the treaty ports. He is in touch with the up-country dealers, and knows the standing of the people he is dealing with; he is able to obtain information about markets which the foreigner cannot; and the power of combination in matters of trade in which Chinese are so strong enable them to control the market and to render the business of their foreign competitors unprofitable. It may therefore be stated that, with a few insignificant exceptions, the business of the British import merchant is confined to Hongkong and Shanghai, and that from these entrepôts the further distribution of merchandise throughout China is entirely in the hands of Chinese. Once the goods have left his warehouse in Hongkong or Shanghai the British importer has no longer a direct interest in their fate. He doubtless wishes them well, because the greater the consumption the better for his business, but such remote interests do not incite him to spend much time or money in clearing the way for British manufacturers which have ceased to be his property. And yet this is a service to our British industries which he alone can render. Chinese traders are powerless to remove obstructions which the rapacity of their rulers may put in their way. To lodge a complaint against his own officials is fraught with so much danger that recourse to such a step is never attempted; and to bring a case of extortion to the notice of a British official on the ground that the goods concerned are of British origin would mean the ruin of the ill-advised Chinaman.

The import business at Shanghai is also undergoing a change, not exactly in the same direction as that which has taken place at all the other treaty ports. At these, as already explained, the Chinese dealers have displaced the foreign merchant; and dispensing with the services of any foreign go-between they obtain their stocks at Shanghai or Hongkong. In Shanghai the tendency is also for Chinese to import on their own account, but the business is still done through the agency of foreign merchants residing at the port, who in their Shanghai offices make contracts with Chinese for goods that are still lying in Manchester or other European centres of trade. The local foreign merchants are more and more ceasing to be merchants in the true sense of the word; and rather than take their chance of the market in China prefer to settle their terms before the merchandise leaves Europe.

Of the textiles imported from England and America as much as one-half is specially intended for under instructions from Chinese dealers and the foreign firm through whom the order has been sent abroad has no interest in them on arrival, except as security for the payment by the Chinese principal. The Chinaman gives his order in Shanghai, takes his risk of the exchange and of the market, and awaits the arrival of his goods. It was customary, not long ago, to settle the exchange with the banks as soon as the order was booked, but of late, since the fluctuations in exchange have ceased to be so great, Chinese have shown a disposition to take their chance of the exchange as part of the risk which a merchant has to run. The gambling element in this has some attraction for the Chinaman, but it has also been found that the silver price of the goods follows any marked rise or fall in exchange, so that the risk is more apparent than real.

Of Lancashire goods imported into Shanghai one-half arrive in this way already contracted for to the Chinese, and one-half are received by three or four large importing firms for their own risk; but in other goods the proportion coming entirely for the account of the Chinese is much larger. Cotton and woollen goods apart, about 75 per cent. of Shanghai foreign imports arrive wholly on Chinese account.

It thus happens that the Chinese in a greater degree than the British merchant feels the immediate effect of any infraction of the commercial clauses of the British treaty; but the Chinese merchant's voice cannot make itself heard to the same effect as that of the more independent foreigner, and treaty infractions are thus allowed to endure without attracting much attention, or at any rate without any serious effort being made to set matters right. That a certain amount of apathy follows, resulting in stagnation, is natural, for the desire to find new markets and to push sales which would animate the holders of large stock of unsold goods is not to be looked for in men who have already secured a purchaser. The profitable disposal of his own merchandise is to any man a more powerful incentive than the general increase of a trade in which he may not after all become a participant; so the merchant with a warehouse full of unsold goods is more likely to bestir himself and find an outlet for his wares, and to make himself heard if he meets with obstruction, than the man who is already assured of his profit or his commission, and has no stake in the ultimate disposal of the merchandise that has been contracted for through him.

Trade, of course, must be conducted on the lines that best suit those engaged in it, but the change in the methods of business that is taking place does not bode well for the expansion of trade, which in China can only be looked for from the activity and energy of foreign merchants, supported and stimulated by their own Governments. From the agitation of the Chinese dealer nothing is to be expected, for the simple reason that he dare not agitate. It is even a difficult matter to ascertain from him the amount levied on goods between a port and an inland market; he fears, and with good reason, that his officials will vent their displeasure on him if he supplies information which may jeopardise their private gains; and he is also unwilling to take any step which, however sure to result in an extension of trade, may at the same time diminish his own share of it.

In taking a broad view of commerce it may at first sight seem immaterial whether the distribution of our manufactures throughout China is in the hands of Chinese or of our own merchants; but under existing circumstances it is to be regretted that our merchants have not found it profitable to be themselves the distributors, and thus retain an interest in the goods until they have reached the consumer in the interior. The Chinese distributor has to submit without hope of redress to the extortions of all the tax offices he may encounter on his journey, whereas the foreign distributor might occasionally obtain redress, and our manufactures in his hands would be allowed to circulate more freely. But, as explained already, the outport is no place for the foreign import merchant, and he cannot profitably take part in the work of distribution. Were it otherwise then the advantages to us would be far reaching, for the British merchant would become acquainted with the difficulties that beset our goods, he would resist illegal taxation and vexatious detention, and he would be keen to discover new markets and to introduce new goods. As things now are, this is all left to the unenterprising Chinaman, who, astute merchant as he is in well worn grooves, never thinks of striking out in a new direction.

At the treaty ports where the native and the foreigner are on the same footing it can be understood that the native can more than hold his own, but when it comes to sending goods to inland markets it might be supposed that the question of ownership would tell in favour of the foreigner; for beyond the treaty ports the functions of the honestly managed foreign customs cease, and trade finds itself at the mercy of the rapacious and corrupt native official.

Under our treaties a British merchant may lay down his merchandise at the door of any consumer in the Empire on payment of certain duties. The payment of an import duty of 5 per cent., and an inland duty of 2½ per cent., or 7½ per cent. in all, should lay down our goods anywhere. It is, however, certain that, except in some favoured localities where the tax-gatherer finds it unprofitable to establish himself, the law abiding Chinese trader never succeeds in putting his goods on the market on these favourable terms. The difference, then, between the amount of duties the Chinaman has actually to pay, and of the duties which the foreigner ought by treaty to pay, should be the margin of profit in favour of the latter, and one sufficiently handsome to encourage foreign merchants to become distributors. It is true that the treaty clauses bearing upon the inland trade in British goods also confer the same privileges on the Chinese as on our own countrymen, and that the right of commutation of inland taxes appertains to the merchandise irrespective of ownership. In principle indeed the Chinese Government has conceded this, but there is a vast difference in China between a right conceded to a Chinese and a right conceded to a foreigner. The native is diffident about claiming rights conferred on him by foreign treaties when the exercise of these rights is displeasing to the Chinese officials with whom he comes in contact. The foreigner has no such fears; he at any rate feels secure in person and property; and if his goods are illegally detained or surcharged his loss can be appraised in money, and the intervention of his Consul should lead to reparation.

How then is it that the wants of the distant Chinese consumers are not supplied by foreign merchants? There are three reasons: One that the trade would combine against the foreigner, and that men of small capital could not carry on the fight; another, a lack of that feeling of enterprise which it is necessary to possess and exercise before the connections in the interior can be formed; and still another, the misgivings which fill the minds of British merchants lest they should not receive adequate support and protection from their own authorities when they are in difficulties, an apprehension that they will be left to shift for themselves, and that the British authorities will allow them to suffer unjust losses. It is this sense of insecurity that has discouraged our pioneers at the treaty ports, and caused the British merchant to keep clear of any ventures except such as from his

own experience or that of others he knows to be not only legitimate, but also safe.

A merchant is not a missionary: the latter persists in his efforts in spite of every obstruction and disappointment. If in his quality of British subject he suffers wrong, he seeks redress, but his failure to obtain it does not deter him from continuing in his self-imposed task. A merchant as a man of business has to look to practical results. He derives little satisfaction from being assured that his complaint is well founded, and that he is entitled to reparation; he looks at his chances of obtaining reparation, and if, as frequently happens, he sees that these are remote, and that his officials can do no more for him than address futile remonstrances to the Chinese authorities, he retires from the unprofitable business, and instead of spending his time and money in upholding treaty rights, he devotes these to other purposes where the prospects are more encouraging.

It will probably cause surprise to learn how few British merchants now exist in China. In Shanghai there are 80 British firms, large and small; at the outports the list is as follows:—

Outports.	Number of Firms.
Newchwang	3
Tientsin	9
Chefoo	2
Chungking	1
Ichang	—
Hankow	12
Kiuкиang	2
Wuhu	—
Chinkiang	4
Ningpo	—
Wenchow	—
Foochow	6
Amoy	6
Swatow	2
Canton	6
Hoihow	—
Pakhai	—

And of these not a few are merely commission agents. If the firms which are solely interested in tea are excluded, then the number is indeed insignificant, and yet it is on these that we have mainly to rely for the extension of our trade. China as a customer of ours cannot buy unless she has something to pay with. It has often been pointed out by those who study trade statistics that China buys as much as she can afford. In the long run an increase of exports means an increase of imports, but it has to be remembered that the Chinese producer does not seek a market for his goods in foreign countries; he stays at home till a purchaser comes to him, and it is doubtful whether a single article has ever found its way to a foreign market through the enterprise of the Chinese merchant. If the interchange of commodities between East and the West is to grow, it is the western merchant who must discover what more the Chinaman has to give us in exchange for our manufactures. The initiative must come from our side, and until we can take more from China, she must not be expected to take more from us.

The increased purchasing power of gold in silver-using countries now makes profitable the exportation of many articles of Chinese produce which were neglected before. The customs returns for the year 1890 give a list of 50 articles exported to foreign countries, of a value of 76,339,000 taels, and sum up the rest as sundries, valued at 1,544,000 taels. In 1895 these same 50 articles represented 129,355,000 taels, and the sundries then had mounted up 13,938,000 taels. While the principal staples had increased 70 per cent., the sundries had increased 800 per cent. Once an article becomes a constituent of the export trade, the Chinaman may be trusted to bring it to a market; but it is for the foreigner to discover what kind of produce is suitable, and then introduce it into the trade.

The export trade from China to Europe and America, unlike the import trade, has shown no tendency to pass out of foreign hands. Occasionally, but so rarely as not to be of any importance, the Chinese dealer will be persuaded by the foreign merchant to retain an interest in produce consigned to a foreign market; but the results are usually discouraging, and the Chinese are too distrustful to leave the sale of their merchandise in foreign

markets to a foreigner whose proceedings they have no means of checking. But although the export trade remains in foreign hands, a change of another kind is noticeable. Where years ago a few large firms with large capital bought China's products and sent them to Europe on their own account, there are now many small firms who receive orders from Europe by telegraph, and who fulfil these for a small commission at no risk to themselves. The telegraph and banking facilities have made it unnecessary to possess capital, and the business of the export merchant in China has in a great measure changed into that of the commission agent. One of the consequences of this is that the commission agent who is buying on a limit, and who receives a commission on the amount of the invoice, buys on the best terms he can at the treaty port, but has no personal interest in the previous treatment which merchandise has experienced at the hands of the tax-collector, and does not feel disposed to engage in the interminable disputes which an attempt to profit by the treaty stipulations affecting the inland transit of merchandise would land him in. Were he dealing with his own money, and was every dollar saved in taxes a dollar in his own pocket, he probably would try to bring this taxation down to the legal minimum; but in filling an order he now takes what the local market offers, and makes no research into the past.

THE LIGHT DUES COMMISSION.

For the information of those who take an interest in the Light Dues question, Mr. Herbert Smith has handed us the following correspondence between himself and the Government:—

MR. HERBERT SMITH TO THE COLONIAL SECRETARY.

Hongkong, 14th June, 1897.

Sir,—At a preliminary meeting of the Light Dues Commission, held on the 10th inst. to consider and decide on the method of procedure, I proposed for the consideration of the Chairman, Sir John Carrington, and of the other members, that the Commission should, before taking any evidence under questions 3, 4, 5, and 6, proceed to consider and determine whether any useful purpose could be served by entering into the investigations suggested by these questions, investigations entailing for their satisfactory solution an examination of the Colonial accounts almost since the foundation of the colony. Sir John Carrington was of opinion that as three officers of the Government, the Colonial Treasurer, the Harbour Master, and the Captain Superintendent of Police, had already examined into and reported on the matter, the Commission ought at least to hear their evidence and learn from them the grounds on which they had recommended the inclusion in the public expenditure on shipping of the items covered by questions 3, 4, 5, and 6.

I find on looking carefully over the memorandum submitted by these officers, and circulated to the members of the Commission for their information, that these gentlemen do not feel confident that their statement of the account is in conformity with Mr. Chamberlain's views on the subject, as expressed in his despatch of 17th March last, which they describe as so framed as to leave them in doubt as to the real intent of the Secretary of State. These gentlemen also see clearly that the account, as stated by them, will lead to endless discussions, if their opinions and suggestions are to be taken in the settlement of the question.

I am bound to say that I see nothing doubtful or ambiguous in Mr. Chamberlain's despatch, and it seems to me that the accounts stated by the three gentlemen in question, and the consequent instructions to the Commission, travel a long way beyond anything ever intended, or suggested, by the Secretary of State. I have therefore the honour to suggest for His Excellency the Governor's consideration that, before the Commission plunge into the investigation of so difficult and such complicated questions, which must take a very long time, and involve such differences of opinion as are sure to arise, it would be well to refer the memorandum from Messrs. Smith, Rumsey, and

May to the Secretary of State, together with the Commission, and ascertain whether the suggested line of inquiry is or is not in accordance with his wishes.—I have the honour to be, sir, your most obedient servant,

HERBERT SMITH.

Hon. J. H. Stewart Lockhart, Colonial Secretary.

THE COLONIAL SECRETARY TO MR.

HERBERT SMITH.

Colonial Secretary's Office,
Hongkong, 29th June, 1897.

Sir,—In reply to your letter of the 14th inst, I am directed to state that, so far as the Commission is concerned, the Governor in Council waives an enquiry into the questions numbered 3, 4, 5, and 6 contained therein and the Chairman will be informed accordingly.

His Excellency trusts that the Commissioners will now proceed to enquire into the other points of reference with as little delay as possible.—I have the honour to be, sir, your most obedient servant,

(Signed) J. H. STEWART LOCKHART,
Colonial Secretary.

Herbert Smith, Esq.

A NOTE ON HONGKONG.

A German resident of Kobe who is on his way home for a trip writes an interesting note on Hongkong in a private letter from which we (*Kobe Chronicle*) have been permitted to make the following extract:—

"I enjoyed my stay in Hongkong very much. The place appeared to me like paradise; the beautiful and splendid vegetation, its variety and exuberance appear to us people from higher latitudes like wonders. In the bushes, full of many coloured flowers, the singing of birds is continuous, and pigeons and jackdaws are innumerable. As I lived just above the public garden, I was in a good position to observe. This garden contains an incredible number of plants, bushes and trees from all parts of the world, all named and specified. Many an hour I have spent there. Remarkable, too, is what the English have made of this island of rocks. Hats off before such energy! What a number of roads in perfect condition all over the island, what substantial and splendid buildings carried up to the very top of the mountain. The Waterworks receive their water from the other side of the island through a tunnel, filter it above the town, distribute it and pump it even up to the houses on the Peak. Our Japanese friends might learn something from this; also Mr. Trotzig—if we were not in a chronic state of impecuniosity as regards Municipal funds. The people seemed to me more diligent than in Kobe. I had much opportunity of looking about and seeing the shops, where, with the exception of silver goods, everything decorative is from Japan. The market buildings are excellent, and I admired especially the excellent arrangements to keep carp and other fish. Men work pumps continually, whereby the water is in constant motion and mixes with the air. The abundance of tropical fruits and vegetables in the markets is very noticeable. But I liked the butchers' shops less."

Referring to the *Prinz Heinrich*, the writer is strong in his praise of the vessel, which on the run to Singapore went as steady as if no sea could make her roll. The appointments, he says, are those of a palace, and the speed of the two days preceding arrival at Singapore was 306 and 330 knots respectively.

HONGKONG GOLF CLUB.

BEST SCORE CUP.

For the above competition, now a quarterly one, there were forty-nine entries and the pool was taken by Mr. Robertson, who returned a very steadily played round. Scores:—

Mr. H. W. Robertson ...	91	13	78
Mr. H. L. Dalrymple ...	93	8	85
Mr. F. J. Badeley ...	94	8	86
Mr. W. A. Duff ...	98	12	86
Mr. G. Stewart ...	89	3	86
Mr. C. A. Tomes ...	97	9	88

There were 2,436 visitors to the City Hall Museum last week, of whom 207 were Europeans.

**PORTUGUESE BENEVOLENT
SOCIETY.**

In forwarding to us a copy of the Rules of the Sociedad Beneficente Portugueza de Hongkong, Mr. Loureiro, the Hon. Secretary, writes:-

The aim of the Society is to accord mutual assistance to its members, male Portuguese residents only being admitted to membership.

Its head office will be in Hongkong, and the general management of the Society will be entrusted to a General Committee to be elected annually at the General Meeting with a Sub-Committee also to be appointed thereof, which will have under its special control the financial affairs of the Society.

The Society will help the members when sick or temporarily unfit for work.

It will also contribute towards their funeral expenses, and lend a helping hand to members in the various vicissitudes of life, supporting them in any reasonable undertakings and in any justifiable law suits, according to its means, as well as looking for work for the unemployed ones.

The chief aim of the Society is to infuse in the spirit of the members the love of their own country, and to establish a firm union amongst its members in any endeavour or proposal of a legal character which the Society may resolve to carry on, on behalf of the Portuguese Community in the Colony.

RAUB GOLD MINING CO.

The following is the Manager's report for the six weeks ended June 18th:-

Raub Hole.-No. 2 shaft, No. 2 level. The main drive going South is now in 435 ft. from crosscut, we have not yet cut the main ore chute in this drive. It is evident that the fault met with about 50 ft. back in this level has either thrown the ore chute further south from its course or cut it off altogether. I have stopped this drive for the present till the stopes are brought up to the face, and if the ore chute is found to continue the drive can be continued. In the meantime, I have started to crosscut both east and west to see if anything exists in either direction.

In the stopes over the back of this level, I have opened one stope north from the No. 2 winze about 12 ft. above the back of the main drive. The lode here is about 1 ft. wide, and carries very fair gold.

On the opposite side of the winze going south, the top stope is fairly into the ore chute, which is about 15 in. wide, and carries very good gold. The two stopes below this to the back of the main level are not so good, the lode being 6 in. to 8 in. wide and not showing much gold. There are about 40ft. of backs over the top stopes to the intermediate drive; all good grade ore in the stopes above the intermediate drive, the gold is continuing above the usual run of the ore chute; should this continue it will give a good deal more ground to work in these stopes than was expected.

In the main level going north there is no change to report, the lode formation is about 4-in. wide but carries no gold; this level has now been driven 228ft. without change. I intend to continue it back to the No. 1 shaft about 190ft. further with the hope of cutting another chute of gold there.

The crosscut going in west is now in 24ft. from the shaft: for the last 10ft. we have a small but very rich leader going in with the drive. This is of importance, as it proves that the rich leader formation got in the old original workings of the Raub hole continues to this depth. This makes the second gold bearing leader cut in this drive which is now right under the old original workings. The country is a nice black slate: we cut heavy water in this drive, which stopped all work in the bottom workings for about a week. The water has now eased off considerably, and the pump can keep it out without difficulty.

Bukit Koman.-No. 1 level North. In the face of the drive the lode will average 10ft. wide besides the leader formation to the West. I cannot say how wide it is, but we are working it about 20ft. wide further back, this makes about 30ft. of crushing stuff. A fresh air shaft

will have to be started at once to work this leader formation, as the air is very bad and the ground is that hot that coolies cannot work in it.

Taking this end of the mine all round the prospects are very good, some of the leaders being very rich: the lode in the face has also greatly improved in appearance. In the face of the level going south prospects are not so good as they were. The lode formation has changed to almost all mullock-slate with occasional quartz leaders through it. There is also a small body of quartz on the footwall about 12 in. wide, which carries nice gold. This is separated from the footwall by as oft flucan, the footwall itself being clean and well defined. I think the main ore body has gone to the east of the present drive, which is only 6 ft. wide. After driving further if the lode does not make again I will put in a cross-cut east to test the ground, as I think this will prove to be the same as in the No. 2 level in which next to the footwall was all mullock with ore body further to the east.

In the leading stope coming in over this level the lode is about 11 ft. wide and carries good gold all through.

I have started a second stope from the No. 2 air shaft about 400 ft. back from the face of the leading stope. The lode is here about 12 ft. wide and carries good gold all through. The two stopes between the Nos. 1 and 2 air shafts have broken through into the old native workings about 75 ft. from surface. The natives have worked a part of the lode to this depth, but have left about 8 ft. to 10 ft. of the lode standing; this I suppose proved too hard for them to work with their appliances. This ore carries a very fair gold but is not so good as the part they have worked which carried exceedingly rich ore.

This may make the next clean-up not quite so good as the last general clean-up was, but there is a very large area of very good ore south of the No. 2 air shaft as yet untouched, which will take years to work out.

No. 2 Level. This level is now opened up for about 300ft. from face to face of the drives, and both faces have improved since my last report.

The lode in the face going north is now 11ft. wide and appears to be making wider, with well defined walls, and very nice gold can be seen all across the face.

In the face going south the mullock which we had on the foot-wall side of the lode has cut out and quartz taken its place, the whole width of the lode, 12 ft., is now being sent to the mill for crushing. Fair gold can be seen all through the lode. The winze being sunk to connect the Nos. 1 and 2 levels is now down over 50 ft. and carries good gold all the way down. The whole of the winze is being sunk on the foot wall side of the lode; how wide the lode is I cannot say. We have still over 40 ft. to sink to break through to the level below.

Bukit Jallis Besar.-I have much pleasure in being able to report a very great improvement in prospects of this section since my last report. At that date I was driving on the lode first cut into the cross-cut west from the shaft, 118 ft. had then been driven south on the course of the lode which varied a good deal, from 1 ft. to 5ft. wide in places carrying fair gold. Not being satisfied that I was on the true lode, on my departure for Singapore with gold from the last clean up, I gave orders to start a cross-cut west from the end of the drive on No. 1 lode, and to continue it until something was cut. After driving 42 ft. west No. 2 lode was met with carrying very fair gold. Going south it was about 3 ft. wide and north 2 ft. wide. About 30 ft. has been driven south on a lode 4 ft. to 5 ft. wide carrying good payable gold all the way. About 20 ft. has been driven north, the lode is about 2½ ft. wide and carries payable gold, but is hardly so good as the south drive.

There is still good gold showing in both faces. This lode is now proved to be payable for 50 feet with every prospect of continuing indefinitely. I think there is little doubt that this is the same line as Bukit Koman, as the native workings can be traced the whole distance, about 730 yards. I have little doubt that this section will eventually prove to be a second Bukit Koman when properly opened up. I will at once make

the necessary surveys of the underground workings so as to locate site a for a permanent engine shaft. Powerful pumping machinery will be required, as the water is already heavy for the shallow depth of our present shaft, 73 ft.

Bukit Hitam.-The prospecting shaft being sunk here is down and timbered 48½ ft. Water is getting troublesome, so I intend putting on three shifts to try and get it down the depth required, 80ft., before cross-cutting for the lode.

Western Lode.-The drive going in south on the lode at 249 ft.-No. 3 level-is now in 130 ft. from the crosscut, the whole face of the drive being in quartz, but no gold can be got in the stone. I have stopped driving and started to crosscut both east and west to ascertain the width of the lode.

Battery.-Since the last general clean-up, the battery has been kept steadily at work, full time. On the 7th inst. a rough clean-up took place, 1,404 tons giving a yield of 2,782 ozs. 10 dwts. o grs. of amalgam. Crushing was resumed the same day at 6 p.m. and has continued steadily since.

General.-There has been a good deal of sickness of late in the camp. Two of the European staff have had to leave from this cause. I attribute it to the continuous wet weather we are having.

W.M. BIBBY.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE NEW SANITARY BY-LAW.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,-With reference to the proposed new Sanitary by-law published in your issue of 29th ultimo, it is with pleasure that I note the new departure of laying a proposed by-law on the table of the Council before bringing it up for reading and thus giving those interested an opportunity of expressing their views in public.

This by-law lays down that no street on any lot shall be obstructed by the erection of any structure or object of any kind, whether temporary or permanent, which may in the opinion of the Medical Officer of Health or other officer appointed by the Board be prejudicial to the health of the inmates, under a penalty of \$25.

It then says in the event of permission being refused appeal may be had to the Magistrate.

Now to understand the full force and meaning of this by-law it is necessary to quote the definition of the word Street under the Ordinance, which reads as follows:—"Any square, court or alley, highway, lane, road, or passage, whether a thoroughfare or not."

From this it will be seen that Street means a great deal more than the word conveys to most people, and in fact that no owner of property will be able to add to or extend a building, or build on parts of his lot at present unbuilt upon, or pull down and rebuild on his lot, nor even put out a sunshade either temporary or permanent, without obtaining the permission of the Medical Officer of Health.

There is no permit required for building in the colony at present, nor should such be required. All that is necessary is that the building should conform to certain definite laws. Why, then, should not the Board pass a definite by-law laying down clearly what distance at the front and back of buildings of say, one, two, or three stories in height shall be left unobstructed, instead of trying to pass such an absurd, vague, and arbitrary by-law as the one proposed, which would vary with the opinion of each and every Health Officer or other officer that may be appointed, so that there would be no certainty; and what one Health Officer might approve another would disapprove.

You might as well pass a law saying that if any one does anything which in the opinion of the Attorney-General is illegal he shall be fined \$25. And, further, the by-law places the final decision with the Magistrate on a purely hygienic point.

Before a man buys a property he wants to know clearly what he can legally do with it,

and not have to chance whether or not he can obtain the permission of some one before he can carry out any alterations or even rebuild.

Trusting this may help to cause the members of Council to return the proposed by-law to the Board and to request that some definite by-law may be drawn up which leaves nothing to the opinion of any one.—I remain, yours truly,

R. K. LEIGH, M.I.C.B.

Hongkong, 1st July, 1897.

PEAK CHAIR COOLIES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—On three successive evenings between 7 and 8 p.m. there have been no chairs for hire at the Peak, presumably because the weather has been wet and windy and it doesn't suit the comfort of the coolies to turn out under such conditions. This is the customary state of affairs with these men. Given fair weather they will deign to carry you, but the moment things become uncomfortable they retire to their quarters. In one sense one cannot blame them, but on the other hand they undertake a public service, they use the public roads as a means of livelihood, and should therefore accept the bad with the good. Any way, if they don't care to work in bad weather I would suggest to the Authorities interested that there are plenty of men who, given the opportunity, would cheerfully do so. I imagine the Peak chair service is arranged through some contractor or "farmer" and that individual energy here, as elsewhere in the Colony in the matter of chairs and 'rickshas, is quashed by the middleman, who receives the licenses and lets those out at exorbitant rates to the poor wretches who do the work.

Possibly the Peak coolies, as in some other districts, share equally the miserable pittance allowed by the "farmer," and this may account for the indifference with which they regard a "fare" and their reluctance to carry any but those bound for the Mount Austin Hotel and other short distances.

There is something wrong somewhere; the fares are good and plentiful and yet the service is bad beyond description. The men are continually changing; so much so that I believe a coolie rarely stays at his work more than a month. There ought to be a commodious and effective shelter to protect the men and chairs from the heavy rains of summer and bitter winds of winter, and if, as I suspect, the profits of this lucrative business are lining the pockets of a middleman the sooner the Government take steps to encourage individual enterprise amongst the men of the chair and 'ricksha persuasion the better it will be for all concerned.—Yours truly,

PEAKITE.

Hongkong, 2nd July, 1897.

THE SEAMEN OF THE ROYAL NAVY AND THE JUBILEE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Permit me, on behalf of the men of the British Squadron now lying in the harbour, to express our thanks (through your paper) for the kindness and thoughtfulness of those who were so good as to give to each man the sum of 50 cents to drink the Queen's health (for as such we regard the donation) on the most important occasion of the century, viz., the 60th year's reign of Her Majesty Queen Victoria. Again, I think it both kind and generous, and, moreover, we have absolutely no claim on such generosity. Therefore we are desirous that this should meet the eye of those concerned.—I remain, your humble servant.

TOM BOWLINE.

Hongkong, 29th June, 1897.

At the Supreme Court on 3rd inst. Sir John Carrington, Chief Justice, directed that Mr. Seen Wan Tso be approved, admitted, and enrolled as a solicitor to practise in the Supreme Court of Hongkong. Hon. W. M. Goodman (Attorney-General) made the application and produced the necessary documents. The newly admitted solicitor went to England at the age of sixteen to complete his education at Cheltenham College. He then studied law and after remaining eleven years in England has returned to the Far East.

THE HANKOW-PEKING RAILWAY.

Shanghai, 28th June.

H.E. Sheng Ta-yen returned from Hankow by the Kiangyung on Saturday morning after, we are told, completing the Belgian loan and the preliminary arrangements for proceeding with the work of this railway. At Hankow two Chinese officials named Wang Chiao-Nien and Chang Yen-Hang accompanied by a foreign party have been deputed to make a second survey of the route, commencing with Nikow northwards until Paoting in Chihli is reached, this surveying party is instructed to furnish full details as seen on the route of the line. In joint authority with H.E. Chang Chih-tung the Viceroy and H.E. Chih-hsun the Governor, Sheng Ta-yen has issued another proclamation reiterating the advantages of the projected railway to the country where it passes through and commanding the people of Hupeh to give up to the government such lands as may be found wanted for the line in which case the said lands will have flags and other marks posted thereon, at price as follows:

From outside the Ta-chih gate (where the railway station will be) to the Yu-Pai gate 10,000 cash per mow per cultivated and 4,000 for uncultivated lands respectively; from the Yu-pai gate to the Hwang-Chiang-Tang, and beyond 13,000 cash per mow, with a small extra allowance for good productive fields, houses on the route of the line, to be taken over by the government or to be "removed away" (pulled down) by the owner at his option, at prices to be decided upon by the inspecting officers; from the Tung-chi gate (the southern terminus of the railway) northwards, all ground in Hupeh wanted for the line is to be paid for at 8,000 and 4,000 cash per mow respectively, for cultivated and unproductive fields.

We are further informed that Sheng has sent a telegraphic message to the Grand Council at Peking informing his superiors that the loan is all right and that work may begin with the building of the Lu-Han Railway.—*Shanghai Daily Press.*

THE FOUNDERING OF THE "SRI HONG ANN."

ARRIVAL OF THE SURVIVORS AT SINGAPORE.

Singapore, 22nd June.

There is no further telegraphic news from Malacca regarding the terrible disaster to the steamer *Sri Hong Ann*, though a rumour is current that a steamer going north about the time of the disaster was able to pick up about twenty natives, either passengers or crew. Unfortunately, it is pretty certain that Mr. Allen, the chief engineer, has been drowned, as one of the survivors says that he saw his dead body in the water after the vessel had sunk. At the time that the violent squall struck the steamer, the chief engineer was below. He immediately rushed on deck, but was not seen again alive. If it be true that another vessel has been able to pick up others of those who were thrown into the water, the total mortality may be considerably reduced, though, in any case, the loss of the *Sri Hong Ann* will rank as one of the most dreadful maritime calamities of recent years in these waters.

Captain Rawlinson and a number of the survivors arrived this morning, at daylight, in the steamer *Hebe*, which brought them from Deli, where they had been conveyed by the Dutch steamer *Reynst*, which was fortunately passing the scene of the foundering not long after the *Sri Hong Ann* was struck by the squall. The number of saved, so far as is at present definitely known, the Captain, the second engineer, sixteen of the crew, and, of the passengers, 23 Malays, 10 children, 2 women, 6 Chinese, 1 Japanese and 1 Kling, making a total of 53, all told. It is to be hoped that this total will be materially increased by some further report of others being picked up, which is not unlikely, as the sea was strewn with floating baggage and deck material, which proved the salvation of many of those who have to-day arrived.

A representative of the *Straits Times* interviewed Captain Rawlinson, shortly after his arrival, this morning. The captain is still suffering from an exposure of nearly two hours in the water and the anxiety and shock necessarily attending the disaster. In reply to enquiries, he said that the *Sri Hong Ann* left Singapore on Friday afternoon, about five o'clock, and that all went well until half-past four on the morning of Saturday. An hour before that time, the sea was perfectly calm, and the moon was shining serenely in a clear sky. Then, it became thick and threatening. Clouds came up from the North West; and after going for some time at half speed, the order was given for dead slow. The vessel's head was put to windward for a time, but, as Malacca was approached, the course was steered for shore. This was about ten minutes past five, as the captain hoped to make Malacca by daylight. Five minutes later, a very heavy squall struck the steamer and, almost in the time that it takes to write it, the vessel heeled to port and shipped a heavy sea. Instantly the passengers and their baggage followed suit, and, with the whole weight on the upper deck suddenly transferred to the windward side of the ship, and with a furious squall raging, the vessel was on her beam ends, and could not be righted. The chief engineer came on deck, and told the captain that the steamer was rapidly filling, and there was no hope for her. After that he was not seen alive, and it is difficult to believe that he could have been saved. Captain Rawlinson found himself in the water—he was on the bridge at the time of the accident—and he at once struck out from the fast sinking ship in order to avoid the suction. He secured a box and, with the second engineer, hung on to it until the *Reynst* hove in sight and rescued them with the other persons also supporting themselves in the water. These were then conveyed to Deli, as already stated, and were treated with the greatest kindness, as they were also by the Captain of the *Hebe*, which brought them to Singapore.

The scenes at the time of the foundering are described as particularly harrowing; but so little time was given for those on board to realise the nature of the catastrophe that many must have perished almost unconscious of danger. The men in the engine room could have had little opportunity of effecting their escape, and were drowned like rats. In fact, few escaped who were not on the bridge or the upper deck; and they escaped by a fortunately ample supply of floating material. Of course nothing was saved.

Captain Rawlinson had a very narrow escape. At the time that he was precipitated into the water, he had on two coats and his Sou'Wester; and, during the first quarter of an hour, the weight of these sodden garments was almost too much for him. He was able, however, with the assistance of the second engineer, to divest himself of most of these garments, and he then felt much less exhausted, though the heavy seas put a severe strain on his arm while hanging on to a very small brass handle of the box. Happily, no sharks made their appearance, though the waters of that part of the Straits have an unenviable reputation for harbouring great numbers of those sea monsters.

A fortunate escape is reported from Singapore. A European employed in the Government service in Perak was to have returned by the *Sri Hong Ann* and went on board to secure his cabin. He found, however, that he could not secure a berth on the bridge, and refused to take a cabin on the main deck. He, therefore, remained behind.

One of the Chinese saved made his escape from the cabin window as, on being aroused, he found that the door was jammed.

There is unhappily little doubt that Mr. Anderson and Mr. and Mrs. Pereira, passengers, have been drowned. Mr. Anderson was sleeping in the bridge cabin, but the captain does not remember seeing him after the squall struck the steamer. Mr. and Mrs. Pereira were sleeping on the main deck in the cabin of the second engineer.

An official enquiry will be held here.—*Straits Times.*

[July 7, 1897.]

TIENTSIN.

[FROM OUR CORRESPONDENT.]

Tientsin, Jubilee Eve.

The re-opening and dedication of the French Cathedral in the native city took place this morning in perfect calm, but in most unpropitious weather. This event has been looked forward to with considerable anxiety by the native high officials, as the turbulent elements in the city have been breathing slaughter and destruction for months, and have been oracularly expressing their intention not to permit it.

The great edifice, on a commanding site at the junction of the Grand Canal with the Peiho, has a great history. Its demolition was the first thing effected in the paroxysm of religious fury which broke out in 1870 and which culminated in the massacre of the Sisters and the French Roman Catholics. Ever since that eventful date, it has stood there gutted and roofless in weird desolation, a horrid memento of a ruthless crime. For twenty-seven years the Lazarist Fathers have focussed their many benevolences in the French Settlement. To many there has seemed inadequate reason for restoring the building and reviving the fanatical displeasure of the Tientsin natives. Some ascribe the restoration to a desire of M. Gerard to revive French prestige in the North, but as the scheme has had the warm approval of Pere Favier—probably the ablest, most cautious, and most far-seeing missionary in China—it would be well to suspend adverse judgment.

It is understood here that the most urgent whips were issued from Peking to the Provincial authorities to maintain order, and they were told that condign and prompt punishment would be meted out to all if a *contretemps* occurred. During the last few days, strong military patrols have been seen in the streets, and several battalions of the best available infantry were held in readiness for any emergency. The opening ceremony was fixed for June 21st, and as fortune or sedition would have it, the date coincided with an intense public excitement about "kidnapping." It would not be too much to say that for the last month the Tientsin natives have been panic-stricken on this account. The most incredible stories have been current as to the culpability of the Catholics in particular, and the foreigners in general. There is no doubt that political malcontents have gladly seized this opportunity to try and make mischief, but happily up to date all has ended well.

There was a strong body of French sailors present to-day and as a large contingent of British blue-jackets are up here for the Jubilee we have no fear whatever. The vigilance of our Consular authorities and the hearty co-operation of the native officials have left nothing to be desired.

The ceremony to-day was chiefly attended by officials. There were very few laymen of any nationality present except naval, military, and consular officers. The building has been admirably restored and the service was impressive in the extreme. It is understood the church is not at present to be used for daily congregational worship. The presence of the yellow tiles has as formerly been the subject of much adverse native criticism.

Prince Uchomsky is understood to have modified his plan of returning via Kalgan and the Desert. His Excellency is expected here this week *en route* for Vladivostock. It is asserted that the reason of this change is that he has found the receptivity of Peking officialdom beyond even his most liberal estimates; that he has had to be so lavish in his presents and largesse that he has an insufficiency left for the Mongol Princes and therefore must outflank them. While in Tientsin the Special Envoy manifested a deep interest in the Russo-Chinese educational movement. Besides bestowing handsome rewards on the students and liberal backsheesh to the underlings he offered Tls. 1,000 as the nucleus of a fund, to found a Mining College under Russian auspices. The Chinese, however, refused. *Tineo Danaos et dona ferentes.*

Our Jubilee festivities are on a modest but effective scale. The splendid generosity of Hongkong with its fifty or sixty thousand dollars has profoundly impressed us up here. In the district of which Tientsin is the base there are only 480 British subjects in all.

Roughly 85⁶ of these are married men, the same number married women, a rather larger number bachelors. The children approximate to 200. Of course a large number of these are resident in outlying mission stations. We have subscribed Tls. 9,000 for a General Hospital and Nurse's Institute. We Britishers have built it and presented it to the community as a lasting memorial of the Good Queen-Empress; but we hope to have our neighbours' support in its permanent maintenance. Peking has co-operated with us handsomely in this beneficence. Then \$1,200 have been subscribed for the purpose of decoration and festivity to-morrow; this is exclusive of a banquet (say \$600 more).

The programme consists of (1) Foundation of Victoria Hospital (Masonic honours), (2) Placing the memorial stone of the Anderson Pavilion in the Recreation Ground (Masonic honours), (3) Children's fete, (4) Gymkhana in the Recreation Ground, (5) Banquet, (6) Illuminations and fireworks. Bacchus and music are to be liberally dispensed all day, and all the hongs and public buildings are beautified. Under the unstable position of affairs in the city, the Chinese are not to be admitted into the Settlement at all, but we hope by the help of our foreign neighbours to make a brave show without their aid.

Mr. Detring leaves Tientsin for Europe tomorrow.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

The pawn-shops, which went on strike, as already reported, on account of the arrogant and extortionate behaviour of a Bannerman named Ku Tsun-yung, resumed their business on the 28th ultimo, the Bannerman having been sentenced by the local Magistrate to six years' imprisonment and the officers having promised to do their best to put a stop to the annoyance caused by the Banner people. The Viceroy has memorialised the Throne stating how unruly the Banner people have been lately.

Owing to the late heavy rains, the West River in Namhoi, Suntak, Samsui, Sanoi, and Hokshan districts is ten feet higher than usual and the rice crops in these districts have been damaged. The streets near the river in Canton are flooded at high tide. A village in Si-oi district has suffered the most. A good many houses have been destroyed and rice crops and fruit trees have been badly damaged.

A long continued drought has been experienced in Lo-li, in Yuning district, and fears are entertained that the crops will fail if rain does not soon make its appearance there. The natives are beginning to pray for rain.

As the number of destitutes in the Home for the Blind and the Poor House, which are supported by the Government, has largely increased, the sum allowed by the Government for the maintenance of the institutions is not sufficient to defray the expenses. His Excellency the Viceroy has therefore given ten thousand dollars out of his own pocket to aid the establishments.

As the price of rice in Canton is exceedingly high, the Sin Hau-kuk Charitable Institution has obtained permission from the Government to send two gunboats named the *Fuk-Poa* and *Nam-mo* to the provinces of Hu-Kwang to convey rice back to Canton for sale at low prices.

HONGKONG.

All traces of the Jubilee festivities have now disappeared and people have settled down to the normal conditions of life. Very little of importance has transpired during the week. On Saturday Mr. J. M. Armstrong, one of the oldest and most respected residents, died, to the deep regret of everyone. On the 1st inst. the Sanitary Board met and after some interesting discussion passed, by the casting vote of the President, a resolution calling upon subordinate officers in the Board's employ to furnish particulars of any private business in which they may be concerned. Bombardier Inglis, of the Hongkong Volunteer Corps, died on the 29th ult. and was buried with military honours on the 1st inst.

The Hongkong Electric Co., Limited, notifies a final call of \$2 a share, payable on the 9th August.

A dissolution of the partnership of Gande, Price & Co., is announced. The Shanghai business will be continued by Mr. J. W. Gande under the style of J. W. Gande & Co., and the Hongkong business by Mr. Herbert Price, trading as H. Price & Co.

Messrs. John D. Humphreys & Son, General Managers of Oliver's Freehold Mines, Limited, inform us that they have received the following telegram from Australia:—"Eureka 150 tons yielded half-an-ounce to the ton. Additional and improved milling machinery ordered as directed."

The London *Gazette* has the following notification:—The Hongkong Regiment.—The following Lieutenants of the Indian Staff Corps to be Wing Officers:—Hugh S. Moberly, in succession to Captain W. C. M. Woodcock, I.S.C., and A. L. Barrett, vice Captain MacC. R. E. Ray, I.S.C.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Poultry Guild	\$40
Hui Choo	20

At the Magistracy on 1st inst. Capt. Webster, of the steamship *Glenturret*, was fined \$25 for discharging kerosine at the Hongkong and Kowloon Wharf & Godown Company's Wharf. The charge was proved by Inspector Hanson, who said there were 310 cases of kerosine on board. The defendant said that after discharging cartridges in the man-of-war anchorage he went to the wharf in the ordinary way, but he did not know the kerosine was on board, as he did not see it shipped.

H.E. the Governor has given his assent, in the name and on behalf of the Queen, to the Ordinance authorising the appropriation of a further supplementary sum of \$900 to defray the charges of the year 1895, and an Ordinance to give effect to the change in the name and style of the office heretofore known as that of the Colonial Surgeon. In reference to the latter, it is also notified that the office of Colonial Surgeon has been abolished and the office of Principal Civil Medical Officer substituted therefore, and that Dr. J. M. Atkinson has been appointed Principal Civil Medical Officer with effect from the 29th June.

The Volunteers had a sad duty to perform on the 1st inst. It was to pay the last tribute of respect to a comrade, the late Bombadier J. A. Inglis, who died from enteric fever in the Government Civil Hospital on Tuesday night. Considering the necessarily short notice the members of the Corps had that the deceased would be buried with military honours there was an exceedingly good turn out, the officers on parade being Major Sir John Carrington, Captain Chapman, Lieutenant Wylie, and Lieutenant Fullerton, the last named being the only member of the Maxim Gun Company present.

By the kindness of Colonel Gordon and officers of the West Yorkshire Regiment, the band of the Regiment attended and on the way to the cemetery played Beethoven's funeral march, Handel's Dead March, and Chopin's funeral march. The coffin, on which was the deceased's helmet and side-arms, was covered with the Union Jack and many beautiful wreaths sent by the officers and men, and it was conveyed to the cemetery on a gun carriage drawn by Volunteers, while the firing party consisted of men drawn from the deceased's detachment. The service was a most impressive one. After the coffin had been lowered into the ground the firing party fired three volleys over the grave and the bugler then sounded "The last post" amidst a silence that was most intense in its solemnity. The arrangements were admirably carried out by Captain Chapman, acting Adjutant. We understand that a movement is on foot to place a memorial stone over the grave of the deceased, who was a few years ago a quarter-master sergeant in the Royal Artillery. He was a most enthusiastic member of the Volunteer Corps.

He always did good work on the guns and his absence at future parades will certainly be felt. Yesterday was the first occasion on which a member of the Hongkong Volunteer Corps has been buried with military honours.

CHINA OVERLAND TRADE REPORT.

Dense volumes of vapour proceeding from the deck of the steamship *Benalder* on Sunday afternoon led many people to believe that a serious outbreak of fire had occurred on the vessel. She was lying at No. 3 wharf at Kowloon at the time and while some cases of sulphuric acid were being moved one of them burst and emitted suspicious looking fumes. Fortunately practically no damage was done.

In the public address to the Queen on the occasion of the Diamond Jubilee, as printed in the newspapers, Her Majesty's title was defective, the words "Defender of the Faith" being omitted. In the address as forwarded to Her Majesty the full title was given correctly. As originally drafted and printed the address was in the form given in the newspapers; the defect in the title was made good afterwards, but the alteration was not notified to the Press, and the address was therefore reproduced in the form in which it was published at the time it was notified that it was ready for signature.

The Manager of the Chartered Bank of India, Australia & China writes us as follows:—"It is with deep sorrow that we learned from our telegram this morning (2nd July) that Mr. C. E. Hume, who left Hongkong for Singapore on 17th ulto. on promotion, died to-day. Mr. Hume suffered for a day or two before his departure from an attack of fever contracted whilst sightseeing in Canton, but his medical man thought that the sea voyage to Singapore would put him all right, as during his residence of eighteen months here he had enjoyed excellent health and was a keen and successful athlete, having won the one mile foot race at the last Athletic Sports in March. His many friends will doubtless be grieved to hear of his untimely end, and the Bank loses one who was a distinct acquisition and a young man full of promise. We are not aware of the cause of death." The sorrow expressed by the Hon. T. H. Whitehead at this sad event will be shared by all who knew Mr. Hume, and they will also appreciate the kindly and sympathetic spirit which characterises the hon. gentleman's note.

It is with much regret that we have to record the death of Mr. J. M. Armstrong, who was almost the oldest European resident of Hongkong and a man who enjoyed universal respect. The deceased gentleman, who was sixty-four years of age, arrived in Hongkong when quite a youth and his residence extended over the long period of between forty and fifty years. He was formerly connected with Thomas Hunt & Co., and on that firm ceasing business in 1868 he established himself as an auctioneer on his own account. All the Government auctions have been conducted by him since that date, and with his strict integrity and attention to business he commanded a large and profitable connection. The deceased gentleman was the senior member of Zetland Lodge and the oldest Freemason in the colony, having been initiated in December, 1855, and the affection in which he was held by the brethren was evidenced by their large attendance at his funeral. He was also an enthusiast in horticulture and was one of the most active promoters of the flower shows that used to be held annually. The disease to which he succumbed was cancer in the stomach, but we are glad to say that until very near the end he suffered comparatively little pain. He took to his bed about a fortnight ago and died at twenty minutes to one on Saturday morning. The funeral took place on Saturday afternoon and was largely attended both by his brother Masons and all classes of the general community. H.E. the Governor was represented by Captain Phillips, A.D.C., and there were also present the Hon. J. H. Stewart Lockhart, Colonial Secretary, Hon. H. E. Wodehouse, C.M.G., Hon. W. Chatham, Right Wor. Brother the Hon. C. P. Chater, C.M.G., District Grand Master, and Wor. Bro. E. C. Ray, Deputy District Grand Master. The coffin, which was covered with beautiful wreaths and crosses sent by sympathising friends, was borne from the hearse to the grave by brother Masons, namely, Wor. Bro. R. Mitchell, Master of Zetland Lodge, Bro. G. J. B. Sayer, Senior Warden, Bro. A. Rodger of the same Lodge, Wor. Bro. Brewitt, P.M., Perseverance Lodge, Wor. Bro. G. P. Lammert, Victoria Lodge, and Bro. Williamson, United Service Lodge. The service was conducted by the Rev. R. F. Cobbold. Mr. Armstrong leaves a widow and a son and daughter to mourn his loss.

A Japanese from Delagoa Bay appeared at the Police Court on 3rd inst. charged with carrying a gun without a licence. He was arrested by Inspector Kemp in Queen's Road and he explained to the Magistrate that he was on his way to Formosa. The gun was out of repair and he was carrying it to a gunsmith to have it put in good order before resuming his journey. Mr. Wodehouse thought the excuse was satisfactory and, in inflicting the nominal penalty of twenty-five cents, told the interpreter to explain to the defendant how he could petition His Excellency the Governor for the return of the weapon.

MISCELLANEOUS.

The following reply has been received by the British Consul-General at Shanghai from Mr. Geo. Jamieson in reference to the congratulatory message sent him upon the occasion of his recent honour:—"Warmest thanks to all friends. JAMIESON."

In the Diamond Jubilee celebrations at Yokohama one of the items was a grand bicycle parade on the Cricket Ground, all the riders, who appear to have numbered about 150, being in fancy costume. Fifty members of the Sorin Bicycle Club, Tokyo, were dressed in neat jockey costumes, while a contingent of the Nippon Bicycle Club came out in the character of the Forty-Seven Ronin. The costumes, the *Mail* says, had been most carefully selected, the members being "got-up" and dressed by a well-known Japanese theatrical dresser, and the spectacle was both striking and novel. Prizes were awarded to the following participants in the bicycle procession:—Mrs. Going and Mrs. R. Jones, for decorated bicycles; Mr. L. Mottu for the best comic costume (*Punch*); Mr. E. Libeaud for the best national costume (*Effendi Pasha*); Miss Irwine (*Pirette*) and the *Sisters Giggle*, girls' prizes, and Harold and W. Dare, boys' prizes.

One of the items of the Diamond Jubilee Sports at Foochow was an egg and spoon race, in reference to which the gentleman who acted as reporter for the local paper on the occasion extends himself thus:—Fourteen sylph-like forms in flowing robes responded to the call and declared themselves prepared with flying heel to beat the plain and contest for the honour of the race. Alas! that space within the sacred area was unequal to the call. Wherefore the heralds made the stern decree that half the eager throng should contend at one time and the final favourite of the gods be chosen from the winners of the minor-races twain. And this was duly done and from the hosts fate chose four light clad ones, two fair, two dark, of whom three were clad in purest white and one in gown of mystic hue that is not given to this poor scribe to name. And when the final struggle came, before the host of spectators stood forth two sisters, of one mother born, each one of whom seemed built for speed like that of swallows darting after flies, or dear gazelles, soft-eyed, fleeing from the cruel fangs of the bloody wolf. The other two of stronger build bore on their hands the circlet plain, the marriage ring, sacred sign that they had won the right to walk and ride unchaperoned and set the daily tasks to household slaves. At first the favour of the gods seemed surely fastened on one sister who, though in the blush of youth, had just verged on womanhood. But, close to goal and when the prize seemed just within her grasp, did fickle fate with evil finger thrust the egg without the spoon's deep hollow bowl and down it fell to mother earth. A swift rush of her sister, of briefer robe she, straight to the goal then closed the race.

At Kobe on the night of the 22nd June, Mrs. G. D. Clark met with an unfortunate accident while witnessing the illuminations on the Bund. The Municipal Fire Brigade was on the Bund alike as a precaution and to take a part in the programme—throwing up water to be illuminated by coloured lights as it fell. For this purpose between the big engine and the Bund rail a fire well was opened, and the pressure of the crowd caused Mrs. Clarke, who was accompanied by one of her children, to walk right into it. The cries of the child, which fortunately escaped falling into the well, attracted the attention of some men, and an intrepid coolie jumped

in and keeping Mrs. Clarke above water enabled Mr. Sim and Mr. Playfair to reach down and pull her up. Mrs. Clarke was naturally terribly frightened and was taken in a drenched condition to the residence of Mrs. R. H. Cook, where Dr. Martin was summoned. The doctor ascertained that fortunately no bones were broken, and after an hour or so Mrs. Clarke was conveyed to her own residence. The *Kobe Chronicle*, from which we take the above, in a subsequent issue says:—Further particulars of the accident on the Bund on Tuesday night, which might so easily have been fatal, show how very much credit is due to the coolie who jumped into the fire well to rescue Mrs. Clarke. It certainly required no small amount of courage to go down a well the depth of which must have been quite unknown to the man, but he did it unhesitatingly, though how he managed to scramble down he is unable to tell himself. The water was about ten feet from the surface at the time, and the well is about twenty feet deep, yet the man managed not only to keep Mrs. Clarke afloat but to climb up by means of the fire hose sufficiently high to enable the arm of the lady to be seized by Mr. Sim from above. The coolie, who belongs to the local Fire Brigade, has been rewarded both by the husband of the lady whose life he saved and by Mr. Sim for the pluck shown, and he will also receive a present from the Fire Brigade, which, it must be admitted, he well deserves. We are glad to hear that Mrs. Clarke has quite recovered from her unpleasant experience.

COMMERCIAL,

TEA.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1897-98	1896-97
	lbs.	lbs.
Canton and Macao	682,144	1,237,383
Shanghai and Hankow ...	5,683,096	9,016,933
Foochow	3,749,319	5,713,551
	10,114,559	15,967,867

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1897-98	1896-97
	lbs.	lbs.
Shanghai	1,826,424	874,614
Amoy	2,952,751	1,638,547
Foochow	509,814	278,140
	5,288,989	2,791,301

EXPORT OF TEA FROM CHINA TO ODESSA.

	1897-98	1896-97
	lbs.	lbs.
Shanghai and Hankow ...	10,168,066	12,883,267

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1897-98	1896-97
	lbs.	lbs.
Kobe	487,354	665,667

SILK.

SHANGHAI, 2nd July.—(From Messrs. A. B. Burkill & Sons' Circular).—London telegrams to 29th June quote a firm market, Gold Kilin 8/6, Blue Elephants 2/6. Raw Silk.—There has been a fairly active demand for nearly all classes during the interval and settlements of some 1,500 bales have to be recorded. Tassles.—4/500 bales have been settled at an advance of 1/- per picul on last quotations. The market closes very firm. Hangchows.—About 109 bales have been booked also at a further advance. Taysaams.—Are much wanted by buyers and holders have been able to secure important advance on what they have sold. Settlements are about 250 bales. Yellow Silks.—Transactions in Meeyang and Szechuen are reported at quotations given below. Settlements are about 150 bales, mostly for forward delivery. Arrivals, as per Customs Returns, 24th to 30th June: 3,178 bales White, 80 piculs Yellow, and 94 piculs Wild Silks. Reels And Filatures.—Settlements altogether 400 bales; of this some are Steam Filatures fine sizes and Hand Filatures for the Continent, and about 100 bales X Reeled for the States. The Export of Steam Filatures to date is as follow: to Continent 292 bales, to America 517 bales. Waste

[July 7, 1897]

Silk.—We hear of no transactions of consequence. Prices calculated by Maerten's Tables at 11 per cent., Exchange 2/35/8, Freight Tls. 6.50 per bale:—

	Tls.	Stlgs. per pol.	per lb.			
DATE.	New.	Old.	New.	Old.	New.	Old.
Tsattees.—Black Lion 3½	450	11/2				
" Red Pagoda 4	450	10/6				
" Stork Chequing	450	10/6				
" Silver Double Elephant	383	9/11				
" Gold Kiling	405	9/6				
" Choy Kiling	883	9/0				
" Yaconlay Seeling	402	9/5				
Hangchow Tsattees.—Lanhook Leaping	393	9/2				
Tayssam.—White Kahing Lily Flower 1	417	9/9				
" " 2	402	9/5				
" " 4	375	8/10				
" Gr. Kahing G. Almond Flower 1	390	9/2				
" Gold Goose 1	410	9/7				
" " 2	390	9/2				
" 9 by 12" Moss Double Butterfly 1	300	9/2				
Chincum.—Fighting Cock 1	400	9/5				
Peach Tree 1	395	9/3				
Hand Filature.—Mars Chop Croises 1	475	11/4				
Black Horse 1, 2, 3 & 4 avg. price	495	11/6				
Pegasus 1, 2, 3 & 4 average price	650	14/11				
Steam Filature.—First Choice 11/13 Den	650	14/11				
Yellow Silk.—Meeyang Market 1	305	7/3				
Szechuan	220	5/4				
Tussah.—Three Joss Chop 8 Cocoons	310	7/4				

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1897-98	1896-97
bales.	bales	bales
Shanghai	3,006	2,320
Canton.....	1,200	2,000
	4,206	4,320

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1897-98	1896-97
bales.	bales.	bales.
Shanghai	800	172
Canton.....	600	100
	1,400	272

CAMPHOR

HONGKONG, 6th July.—The Market is less active and prices are slightly lower. Quotations for Formosa are nominally \$45.50 to \$46.00. Sales, 150 piculs.

SUGAR.

HONGKONG, 6th July.—The market is weaker and prices are declining. Quotations are:—
Shekloong, No. 1, White...\$7.20 to 7.23 per pol.
do. " 2, White... 6.68 to 6.71 "
Shekloong, No. 1, Brown... 4.40 to 4.42 "
do. " 2, Brown... 4.28 to 4.30 "
Swallow, No. 1, White... 7.10 to 7.12 "
do. " 2, White... 6.48 to 6.50 "
Swallow, No. 1, Brown... 4.30 to 4.32 "
do. " 2, Brown... 4.20 to 4.23 "
Soochow Sugar Candy....11.03 to 11.04 "
Shekloong " 9.50 to 9.52 "

MISCELLANEOUS EXPORTS.

Per P. & O. steamer *Rosetta* sailed on the 1st July. For London:—1 case cigars from Manila, 350 rolls mats, 219 boxes tea, 5 boxes raw silk, 12 cases silk piece goods, 2 cases private effects, 5 cases plants, 1 case birds' feathers and 1 case Japanware. For Gibraltar:—1 case silk piece goods. For France:—1,271 bales raw silk and 15 cases silk piece goods. For Milan:—16 bales raw silk. For Malta:—1 case silk piece goods.

OPIUM.

HONGKONG, 6th July.—Bengal.—There has been a further improvement in prices, New Patna having advanced to \$715, Old Patna to \$775, and New Benares to \$720.

Malwa.—Business has continued steady without any fluctuation in prices. Closing quotations are as follow:—

New (this yr's) \$760 with all'ance of 5 catties
(last yr's) \$780 " 4 to 3 "

Old (2/5 ") \$800 " 4 to 1 1/2 "

Older (6/10 ") \$820 " 4 to 1 "

Persian.—There has been no change in the values of this drug, quotations closing at \$500 to \$620 for Oily, and at \$500 to \$615 for Paper-wrapped Opium, according to quality.

To-day's stocks are estimated as under:—

New Patna 1,300 chests.

Old Patna 90 "

New Benares 300 "

Malwa 260 "

Persian 430 "

COURSE OF THE HONGKONG OPPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1897.	\$	\$	\$	\$	\$	\$
July 1	707 1/2	770	712 1/2	—	760	820
July 2	712 1/2	770	717 1/2	—	760	820
July 3	713 1/2	770	717 1/2	—	760	820
July 4	713 1/2	770	720	—	761	820
July 5	717 1/2	775	725	—	760	820
July 6	715	775	720	—	760	820

RICE.

HONGKONG, 6th July.—Prices still continue to advance. Quotations are:—

Saigon, Ordinary	\$2.57 to 2.60
" Round, good quality	2.75 to 2.77
" Long	2.86 to 2.89
Siam, Field, mill cleaned, No. 2	2.70 to 2.72
" Garden, " No. 1	2.90 to 2.92
" White	3.77 to 3.80
" Fine Cargo	3.97 to .400

COALS.

HONGKONG, 6th July.—Market firm and good business done. Quotations are:—

Cardiff	\$16.50 to 18.00 ex ship.
Australian	7.75 to 9.00 ex ship. steady
Miike Lump	— to 8.00 ex ship, nominal
Miike Small	— to — none offering
Moji Lump	7.75 to 8.50 ex ship, sales

MISCELLANEOUS IMPORTS.

HONGKONG, 6th July.—Amongst the sales reported are the following:—

YARN AND PIECE Goods:—Bombay Yarn.—880 bales No. 10 at \$82 to \$106, 435 bales No. 12 at \$85 to \$92.50, 180 bales No. 16 at \$92 to \$98.50, 765 bales No. 20 at \$99.50 to \$103. Grey Shirtings.—500 pieces 11 lbs. Red Flower at \$3.32, 500 pieces 10 lbs. Red 5 Men at \$3.35, 1,200 pieces 8 1/2 lbs. Blue Joss No. 2 at \$2.92, 750 pieces 10 lbs. Mandarin at \$3.80, 900 pieces 8 1/2 lbs. Blue Lion at \$2.80, 1,200 pieces 8 1/2 lbs. Red 7 Boys at \$2.60, 600 pieces 8 1/2 lbs. 3 Dogs at \$3.05, 600 pieces Blue Joss B. at \$3, 500 pieces 10 lbs. Green Flower at \$3.05, 50 pieces 10 lbs. Blue 7 Boys at \$3.47, 500 pieces 10 lbs. Blue 5 Men at \$3.35, 250 pieces 10 lbs. C.W.W. Sycce at \$3.95. White Shirtings.—10 lbs. Blue Dragon at \$5.12, 250 pieces No. 500 pieces 10 lbs. Blue Dragon at \$5.12, 250 pieces No. 450 at \$5.35, 250 pieces No. 455 at \$5.32, 2,500 pieces Flower Basket at \$2.77, 1,000 pieces S.S. at \$4.52, 1,500 pieces No. 300 at \$8.57, 300 pieces Gold Tiger at \$6.03 to \$6.07, 1,500 pieces Flower at \$4.83, 500 pieces No. 1 at \$3.12, 1,000 pieces No. 3 at \$3.50, 1,000 pieces Gold Dragon at \$5.85, 1,000 pieces Peacock at \$3.55, 1,500 pieces D. 70 at \$3.63, 1,000 pieces S.Q. at \$4.37, 300 pieces Blue Lion at \$5.83, 750 pieces Green Stag at \$3.50. T. Cloths—2,615 7 lbs. Mexican Red Stag at \$2.40, 600 pieces 8 lbs. V. V. at \$2.96, 600 pieces 8 lbs.

power, and it is the intention to convert the Silk Filaturs building, that is attached to it, into a Cotton Spinning Mill to accommodate a further 18,000 spindles. The property is cheap at the price at which it is offered and there should be no difficulty in floating the Company as a going concern.

METALS.—From Messrs. Alex. Bielfeld & Co.'s Report, 2nd July.—Reports from home by telegraph show a greatly improving market in many lines, the following being the principal changes to affect us here: Bamboo Steel has gone up 5.; lead 2/6; Redcar Pig Iron 1/3; Nailrods 5/. Notwithstanding this there is an increasing dislike to do business, and the Sundry Market has been quiet with very little doing. Though some of the dealers show an inclination to give fresh orders, there is no desire to accept them, as the prevailing idea is first to have the stocks on hand disposed of. Deliveries are still very slow, merely to supply the needs of the moment. The following goods have been sold since our last report:—200 tons London Horse-shoes 83s. c.i.f.; 1,000 piculs Cobbles at Tls. 2.32½; 500 piculs Old Boiler Plates at Tls. 1.80.

JOINT STOCK SHARES.

HONGKONG, 6th July.—With the exception of mining stock rates have ruled from steady to firm and in many cases show a substantial advance. A fair general business has been transacted and the market closes steady.

BANKS.—Hongkong and Shanghais have further improved to 189 per cent. prem. after small sales at 188, 189, and 189½. On time a few small lots have been negotiated at equivalent rates for August, September, and October. The London rate has gone up to £43 10s. Od. Nationals have found buyers in small lots at quotation.

MARINE INSURANCE.—Unions have again changed hands at \$225 and more shares are wanted at that rate. China Traders continue steady at \$77 to \$78 without bringing out many shares and with only small sales. Cantons continue on offer at \$180 without finding buyers. Straits have ruled weak with small sales at quotation. The Northern Insurances have been neglected.

FIRE INSURANCE.—Hongkong Fires remain more or less neglected with small sales at \$253, and Chinas have found small buyers at \$103, closing with small sellers at that rate.

SHIPPING.—Hongkong, Canton and Macaos continue to rule quiet with sales and sellers at \$35 to \$35½ for cash and at \$35½ for 31st inst. Indo-Chinas have changed hands in fair lots at \$49½ and \$50, closing steady at the latter rate. China Manilas have been negotiated at \$76 and close steady. Douglasses remain more or less neglected with small sales at \$65 and \$65½. China Mutuals unchanged and without business.

REFINERIES.—China Sugars have ruled very firm and with a fair amount of business. Immediately after settlements the price quickly rose to \$144, \$144½, \$145, \$146, and \$147 with sales at all these rates for cash and at equivalent ones for September and October; at time of writing the market is strong at \$147. Luzons have remained quiet to weak with small cash sales at quotation.

MINING.—All stocks under this heading have ruled dull and declining. Punjoms have been negotiated at various rates between \$6 and \$7, closing quiet at \$6½. Charbonnages continue neglected and without business at quotation. Balmorals have found buyers at \$2 and \$2.20 for Ordinaries and Preferences, and Olivers have been quiet with but a small business at \$6½ and \$6 for B's and \$20 for A's. Jelebus have found small buyers at quotation. Raubs with a large number of shares offering from Singapore (probably foreshadowing a comparatively small crushing) have ruled weak and sales have been effected at from \$30 to \$27½, the market closing steady at \$27½. The result of the last two months' crushing is now due and may come to hand at any moment.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have recovered since the settlements, and, upon rumours of negotiations having been re-opened with the Admiralty, have gone up to 243 per cent. prem. after small sales at 241, 242, and 242½, market closing steady at 243. Kowloon Wharves continue dull and neglected with shares offering at quotation and but few small sales. Wanchais

have changed hands at \$45 and are still enquired for without bringing out further sellers.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands remain neglected and quiet with only small sales at \$77. Hotels have changed hands at \$48 cash and at \$49 & \$49½ for August, closing steady. West Points maintain their position and after further sales at \$22½ close steady to firm. Humphreys have been enquired for and ruled steady at \$9 and \$9.25, and Kowloon Lands have changed hands in small lots at quotation.

MISCELLANEOUS.—Green Islands have ruled steady with sales at \$35½ and \$36, closing with buyers at \$36½. Watsons have found buyers at 12½ and \$12½. Electrics at \$7, Hongkong Ropes at \$173, Fenwicks at \$27 and \$27½. Tramways rule steady at quotation with small sales. Cotton Mills have ruled easier, except Ewos, which have been in some demand and have changed hands at Tls. 115 and Tls. 116, closing steady to strong at last rate. The other mill stocks have been negotiated in the North at quotations. Tebrau Planting Co. without business.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		
Hongkong & S'hai...	\$125	[§361.25, sal. & s.
China & Japan, prf.	£5	189 ½, prem.
Do. ordinary...	£1 10s.	nominal
Do. deferred...	£1	nominal
Natl. Bank of China		
B. Shares	£8	\$23, sales & buyers
Founders Shares..	£1	\$20
Bell's Asbestos E. A.	£1	\$9, sellers
Brown & Co., H. G.	\$50	(in liquidation).
Campbell, Moore & Co.	\$10	\$8
Carmichael & Co.	\$20	\$8
China Sugar	\$100	\$147, sales
Dakin, Cruicksh & Co.	\$5	(in liquidation).
Dairy Farm Co.	\$5	\$6
Fenwick & Co., Geo.	\$25	\$27, sales & buyers
Green Island Cement....	\$10	\$36½, buyers
H. & China Bakery ...	\$50	\$33, buyers
Hongkong & C. Gas ...	\$10	\$110, buyers
Hongkong Electric ...	\$8	\$7.25, sellers
H. H. L. Tramways ...	\$100	\$115
Hongkong Hotel	\$50	\$48, sales
Hongkong Ice	\$25	\$114, buyers
H. & K. Wharf & G... .	\$50	\$67, buyers
Hongkong Rope.....	\$50	\$173, sales
H. & W. Dock	\$125	243 p. ct. prem.=
Insurances—		[\$428.75, sal. & b.
Canton.....	\$50	\$150, sales & sellers
China Fire	\$20	\$103, sales
China Traders'	\$25	\$77, sales & buyers
Hongkong Fire	\$50	\$353, buyers
North-China	\$25	Tls. 188, sellers
Straits	\$20	\$174, buyers
Union	\$25	\$225, sal. & buyers
Yangtsze	\$60	\$155, sellers
Land and Building—		
H. Land Investment.	\$50	\$77, buyers
Humphreys Estate...	\$10	\$9.25, sal. & buyers
Kowloon Land & B.	\$30	\$20, sales & sellers
West Point Building	\$40	\$22½, sales
Luzon Sugar	\$100	\$49, sellers
Mining—		
Charbonnages	Fcs. 500	\$95, sellers
Jelebu	\$5	\$2.25, buyers
New Balmoral	\$1	\$200, sellers
Do. Preference ...	\$1	\$2.20, sellers
Oliver's Mines, A.	\$5	\$20, sellers
Do. B.	\$2½	\$6, sales & buyers
Punjom	\$4	\$6, sales
Do. Preference...	\$1	\$2
Raubs	13s. 10d.	\$27½, sales
Steamship Cos.—		
China and Manila ...	\$50	\$76, sales
China Mutual Ord...	£5	£2 10s.
Do. Preference...	£10	£7, buyers
Douglas S. S. Co.	\$50	\$6.5
H. Canton and M... .	\$15	\$3.5, sal. s
Indo-China S. N.	£10	£50, sales & buyers
Wanchai Wareh'se Co.	\$37½	\$45, sales
Watson & Co., A. S.	\$10	\$123, sales
J. Y. V. VERNON, Broker.		

SHANGHAI, 2nd July.—(From Messrs. J. P. Bisset & Co.'s Report.)—Business has not been so brisk as usual this week, although Hongkong and Shanghai Bank shares were in demand, and the rate of exchange stimulated sales to Hongkong Banks.—Hongkong and Shanghai Banking Corporation.—Shares were sold early in the week at 187 and 187½ per cent. premium for cash, and 190 per cent. premium for the 31st July. A demand from Hongkong caused an improvement, and shares changed hands at 190 per cent. premium for cash and 192 per cent. premium for the end

of this month. It is rumoured that the profits for the half year will exceed those of the previous term by \$350,000. Marine Insurance.—North-Chinas were placed, and are offering, at Tls. 190. Yangtszes have changed hands at \$158, and Straits was placed locally at \$17½ and \$18, and to Hongkong at \$17.75. The loss of the Aden will have a tendency to weaken all these stocks.

Fire Insurance.—There is no business reported on this market.—In Hongkong sales of Chinas are quoted at \$105. Shipping.—Business has been confined to Indo-China S. N. shares, which changed hands at Tls. 36 cash and Tls. 37½ for the 30th September, while shares were placed to Hongkong at \$48½ to \$49½. Sugar Companies.—Perak Sugar Cultivation shares were placed at Tls. 38, and are offering at the same price. China Sugar Refining shares changed hands at \$144, \$144 and \$145, and a resale was made to Hongkong at \$143. Docks and Wharves.—Shares in S. C. Farnham & Co. were sold at Tls. 185, and in the Engineering and Dock Co. at Tls. 106. Shanghai and Hongkew Wharf shares changed hands Tls. 122½. Lands.—Shanghai Land Investment shares were sold at Tls. 92½, cum the right to the new issue, and more are wanted. Industrial.—Shanghai Gas shares changed hands at Tls. 230. In Cotton Mill shares, Ewos were sold at \$114/115, Internationals at Tls. 120 to Tls. 115 cash, Tls. 117 and \$119 for the 31st current, and Tls. 120 for the 31st December: and Laou-kung-mow shares at Tls. 120 and Tls. 119 for the 31st current. Rice Mill shares changed hands at Tls. 28½, and American Cigarette shares at Tls. 75. Tugs and Cargo Boats.—Shanghai Tug Boat shares were placed at Tls. 215, Taku Tug and Lighter shares have been in demand, and sales are reported at T. Tls. 120. Miscellaneous.—Shanghai Sumatra-Tobacco shares were placed at Tls. 111 to Tls. 109 cash, Tls. 112 for the 31st current, and Tls. 115 for the 30th September, and Shanghai-Langkat Tobacco shares at Tls. 680 cash, Tls. 610 for the 31st August, and Tls. 670 for the 31st December, Hall & Holtz shares changed hands at \$40. Lands.—Shanghai Municipal Debentures of 1891 and 1893 were sold at \$101, and Shanghai and Hongkew Wharf Debentures at Tls. 105 plus the accrued interest. Quotations are:—

Hongkong and Shanghai Banking Corporation.
—\$362½.

Bank of China, Japan, and The Straits, Limited,
deferred shares.—\$5.

Bank of China, Japan, and The Straits, Limited,
ordinary shares.—Nominal.

National Bank of China, Ltd.—\$23.

National Bank of China, Ltd., Founders.—\$20.

Union Insurance Society of Canton, Ltd.—\$227½.

China Traders' Insurance Co., Ltd.—\$77.

North China Insurance Co., Ltd.—Tls. 190.00.

Yangtsze Inse. Assocn., Ltd.—\$158.

Canton Insurance Office, Ltd.—\$182½.

Straits Insurance Co., Ltd.—\$18.

Hongkong Fire Insurance Co., Ltd.—\$352½.

China Fire Insurance Co., Ltd.—\$105.

Hongkong, Canton and Macao Steamboat Co.
—\$30½.

Indo-China Steam N. Co., Ltd.—Tls. 36.00.

Douglas Steamship Co., Ltd.—\$66.

China-Mutual Steam Nav. Co. pref. shares.—

Tls. 50.00

China-Mutual Steam Nav. Co. ord. shares.—

Tls. 22.00.

Perak Sugar Cultivation Co., Ltd.—Tls. 38.00.

China Sugar Refining Co., Ltd.—\$145.

Luzon Sugar Refining Co., Ltd.—\$52½.

Sheridan Consolidated Mining and Milling
Company, Limited.—Tls. 2.00.

Punjom Mining Co., Ltd.—\$64.

Punjom Mining Co., Ltd., pref. shares.—\$1.85.

Jelebu Mining & Trading Co., Ltd.—\$2.25.

Raub Australian Gold Min. Co., Ltd.—\$30.

Boyd & Co., Ltd., Founders.—Nominal.

Boyd & Co., Limited.—Tls. 207.50.

S. C. Farnham & Co.—Tls. 185.00.

Hongkong and Whampoa Dock Co., Ltd.—\$428½.

Shanghai & Hongkew Wharf Co.—Tls. 122.50.

Hongkong and Kowloon Wharf and Goteau
Company, Limited.—\$67½.

Shanghai Land Investment Co., Ltd. (fully paid)

—Tls. 92.50.

Hongkong Land Invest. & A. Co., Ltd.—\$77½.

Kowloon Land & Building Co., Ltd.—\$17.

Humphreys Estate and Finance Co., Ltd.—\$81.

Shanghai Gas Co.—Tls. 230.00.

Major Brothers, Limited.—Tls. 42.50.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 116.00.

International Cottonman. Co., Ltd.—Tls. 115.00.

Laou-kung-mow Cotton Spinning and Weaving
Co., Ltd.—Tls. 118.00.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 600.00.

Shanghai Ice Company—Tls. 130.00.

Shanghai Tugboat Co., Ltd.—Tls. 216.00.

Taku Tug & Lighter Co., Ltd.—T. Tls. 115.00.
 Shanghai Cargo Boat Co.—Tls. 190.00.
 Co-operative Cargo Boat Co.—Tls. 175.00.
 Shanghai Waterworks Co., Ltd.—Tls. 310.00.
 Shanghai Sumatra Tobacco Co.—Tls. 109.00.
 Shanghai Langkat Tobacco Co., Ltd.—Tls. 580.00.
 Shanghai Horse Bazaar Co., Ltd.—Tls. 76.00.
 J. Llewellyn & Co., Limited.—\$75.00.
 Hall & Holtz, Ltd.—\$40.00.
 A. S. Watson Co., Limited.—\$12.25.
 Bell's Asbestos Eastern Agency, Ltd.—\$9.00.
 Hongkong Electric Co., Ltd.—\$8.00.

CLOSING QUOTATIONS.

TUESDAY, 6th July.
EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/11 $\frac{1}{2}$
Bank Bills, on demand	1/11 $\frac{1}{2}$
Bank Bills, at 30 days' sight	1/11 $\frac{1}{2}$
Bank Bills, at 4 months' sight	1/11 $\frac{1}{2}$
Credits, at 4 months' sight	2/0
Documentary Bills, 4 months' sight	2/0 $\frac{1}{2}$
ON PARIS.—	
Bank Bills, on demand	2.48
Credits, at 4 months' sight	2.52
ON GERMANY.—	
On demand	2.01
ON NEW YORK.—	
Bank Bills, on demand	48 $\frac{1}{2}$
Credits, 60 days' sight	49 $\frac{1}{2}$
ON BOMBAY.—	
Telegraphic Transfer	159 $\frac{1}{2}$
Bank, on demand	160
ON CALCUTTA.—	
Telegraphic Transfer	159 $\frac{1}{2}$
Bank, on demand	160
ON SHANGHAI.—	
Bank, at sight	73 $\frac{1}{2}$
Private, 30 days' sight	74 $\frac{1}{2}$
ON YOKOHAMA.—	
On demand	½ % pm.
ON MANILA.—	
On demand	par.
ON SINGAPORE.—	
On demand	½ % pm.
SOVEREIGNS Bank's Buying Rate	9.99
GOLD LEAF, 100 fine, per tael	51.50

TONNAGE.

SHANGHAI, 2nd July (from Messrs. Wheelock & Co.'s report).—Our freight market homewards remains practically unchanged since our issue on 18th June last, both for London and New York, and prospects do not look particularly bright for the near future. For New York *via* Suez.—There has been no change to report beyond a slight rise to 30s. in the rate for tea, but this was only short-lived and the previous rate of 25s. for tea and general cargo has been resumed. For New York *via* Cape.—There is nothing doing, charterers apparently not thinking it worth while to take up a vessel in the face of so little cargo offering, and the large quantity which has been hurried into the United States by steam makes future "Sailor" prospects somewhat dull. Rates of freight are:—London, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 40s.; Northern Continental ports, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 40s.; New York *via* London, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 47s. 6d.; Baltimore *via* London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Königsberg *via* London, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 47s. 6d.; Manchester, by Conference Lines, general cargo 41s. 6d.; waste silk 50s.; tea 52s. 6d.; Liverpool, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 47s. 6d.; Hamburg, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 40s. Above rates are subject to a deferred return, as per Conference circular. Havre, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 37s. 6d. net; Genoa, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 37s. 6d. net; Marseilles, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 37s. 6d. net. 42s. 6d. per ton of 20 cwt. for above three ports. New York, by sail, nothing doing; New York *via* Pacific, 1½ gold cents. per lb. tea; New York *via* Suez, 25s. per ton general cargo; 25s. tea; Boston, 32s. 6d. per ton general cargo; Philadelphia, 32s. 6d. per ton general cargo. Coast rates are:—Moji to Shanghai \$1.30 per ton coal. Nagasaki to Shanghai \$1.25 per ton coal. Newchwang to Kobe 15. cents. Newchwang to southern ports quiet. Wuhu to Canton quiet.

VESSELS ON THE BERTH.

For LONDON.—*Ravenna* (str.), *Formosa* (str.), *Canton* (str.), *Pakling* (str.), *Myrmidon* (str.).
 For HAVRE.—*Radnorshire* (str.).
 For BREMEN.—*Sachsen* (str.).
 For SAN FRANCISCO.—*Peru* (str.), *Heathbank*.
 For VANCOUVER.—*Empress of Japan* (str.).
 For NEW YORK.—*Argyll* (str.), *Fortuna* (str.), *Carmarthenshire* (str.), *Landseer*.
 For MARSEILLES.—*Hakata Maru* (str.).
 For SOUTH AFRICA.—*Pongola* (str.).
 For SEATTLE.—*Yamaguchi Maru* (str.).
 For AUSTRALIA.—*Tsinan* (str.).

SHIPPING.
ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

July—
ARRIVALS.

1, *Thekla*, German str., from Foochow.
 1, *Triumph*, German str., from Pakhoi.
 1, *Tantalus*, British str., from Liverpool.
 1, *Sachsen*, German str., from Bremen.
 1, *Triton*, German str., from Moji.
 1, *Glenavon*, British str., from Yokohama.
 2, *Lyemoon*, German str., from Shanghai.
 2, *Dante*, German str., from Saigon.
 3, *Choysang*, British str., from Canton.
 3, *Skuld*, Norw. str., from Tientsin.
 3, *Fushun*, Chinese str., from Canton.
 3, *Benalder*, British str., from Singapore.
 3, *Activ*, Danish str., from Hongay.
 3, *Idzumi Maru*, Jap. str., from Moji.
 4, *Cassius*, German str., from Singapore.
 4, *China*, German str., from Saigon.
 4, *Hailan*, French str., from Pakhoi.
 4, *Lightning*, British str., from Calcutta.
 5, *M. Bacquehem*, Austrian str., from Kobe.
 5, *Meefoo*, Chinese str., from Canton.
 5, *Nanyang*, German str., from Canton.
 5, *Zafiro*, British str., from Manila.
 5, *Tailee*, German str., from Saigon.
 5, *Ernest Simons*, Fr. str., from Marseilles.
 5, *Chingwo*, British str., from Liverpool.
 5, *Haitan*, British str., from Foochow.
 5, *Woosung*, British str., from Newchwang.
 5, *Oscarshal*, Norw. str., from Canton.
 5, *Hong Leong*, British str., from S'pore.
 5, *Gov. Robie*, Amr. ship, from Newcastle.
 6, *Caledonien*, French str., from Shanghai.
 6, *Krim*, Norw. str., from Hongay.
 6, *Hector*, British str., from Shanghai.
 6, *Lyemoon*, German str., from Canton.
 6, *Formosa*, British str., from Yokohama.
 6, *Siam*, British str., from Bangkok.
 6, *Chwnshan*, British str., from Swatow.
 6, *Heathbank*, British bark, from N. York.
 6, *Kriemhild*, German str., from Hamburg.
 6, *Kwanglee*, Chinese str., from Shanghai.
 6, *Taiwan*, British str., from Chinkiang.

July—
DEPARTURES.

1, *Mathilde*, German str., for Hoihow.
 1, *Oscarshal*, Norwegian str., for Canton.
 1, *Mongkut*, British str., for Hoihow.
 1, *Rosetta*, British str., for Europe.
 1, *Benledi*, British str., for London.
 1, *Chwnshan*, British str., for Swatow.
 1, *Devawongse*, British str., for Bangkok.
 1, *Meefoo*, Chinese str., for Canton.
 1, *Namo*, British str., for Swatow.
 1, *Pyrhus*, British str., for London.
 2, *Hanoi*, French str., for Haiphong.
 2, *Ancona*, British str., for Yokohama.
 2, *Hohenzollern*, German str., for Y'hama.
 2, *Sachsen*, German str., for Shanghai.
 2, *Hiogo Maru*, Jap. str., for Shanghai.
 2, *Hongkong*, French str., for Haiphong.
 2, *Lyemoon*, German str., for Canton.
 2, *Thekla*, German str., for Hamburg.
 3, *Kachidate Maru*, Japanese str., for Moji.
 3, *Astral*, British str., for Aroe Bay.
 3, *Tantalus*, British str., for Shanghai.
 3, *Miike Maru*, Japanese str., for Kobe.
 3, *Clan Mackenzie*, British sh., for N. York.
 3, *Pectan*, British str., for Manila.
 4, *Australian*, British str., for Kobe.
 4, *Fushun*, Chinese str., for Shanghai.
 4, *Glenturret*, British str., for Shanghai.
 4, *Haiyun*, British str., for Swatow.
 4, *Letimbro*, Italian str., for Bombay.
 4, *Shantung*, British str., for Swatow.
 4, *Swatow*, German str., for Saigon.
 4, *Taichow*, British str., for Bangkok.
 4, *Triumph*, German str., for Hoihow.
 5, *Cassius*, German str., for Kobe.
 5, *Ernest Simons*, French str., for Shanghai.
 5, *Glenavon*, British str., for Kobe.

5, *Oscarshal*, Norw. str., for Hongay.
 5, *Tailee*, German str., for Kobe.
 6, *Benalder*, British str., for Nagasaki.
 6, *Smit*, Dutch str., for Manila.
 6, *Chittagong*, British str., for Saigon.
 6, *Activ*, Danish str., for Hongay.
 6, *Belgie*, British str., for San Francisco.
 6, *Chingwo*, British str., for Shanghai.
 6, *Victoria*, Swedish str., for Kobe.
 6, *Woosung*, British str., for Canton.
 6, *Bellona*, German str., for Hamburg.
 6, *Haitan*, British str., for Swatow.
 6, *Idzumi Maru*, Jap. str., for Bombay.
 6, *M. Bacquehem*, Aust. str., for Trieste.
 6, *Meefoo*, Chinese str., for Shanghai.
 6, *Olympia*, British str., for Tacoma.

PASSENGER LIST.

ARRIVED.

Per *Sachsen*, str., from Bremer for Hongkong—Messrs. T. Hance, F. Sykes, Lim Nian Soon, A. F. Voigt, S. Pouritz, M. Leibmann, T. Matza, A. Berkowitz, and Robinson. For Yokohama via Hongkong—Count and Countess Konigsmark, Messrs. Eugen Ganter, A. Menschell, F. Kraner, and G. Snyder. For Hyogo via Hongkong—Mr. W. H. Tully. For Shanghai—Capt. Lieut. von Lengerke, Messrs. A. Salvettie, W. Kurtovich, F. Roberts, and A. Rebbe.

Per *Lyemoon*, str., from Shanghai—Mr. Sampson.

Per *Zafiro*, str., from Manila—Messrs. E. Wokey, P. McCarville, Paul Hoyet, and Miss R. Blintstein.

Per *Haitan*, str., from Coast Ports—Mrs. Roach and children, Mr. and Mrs. Mackay, Messrs. Sniether and Neubrunn, Capt. Parker, Messrs. Lum Pang Poo, Lum Tye Yam, Yeo Chin Ten, Low Cheong Yee, Low Chong Chia, and Ngo Koh.

Per *Ernest Simons*, str., for Hongkong from Marseilles—Mr. Courtin and 2 children. From Colombo—Mr. H. E. Richards. From Singapore—Messrs. Hock Sam, Ting Matt, and Lob Hupp. For Shanghai from Marseilles—Mr. Chaptal. From Singapore—Messrs. Kasaki, Autozo and Vas. For Kobe from Singapore—Mr. L. Richmond, Mrs. Turcetan, Mr. Nakamura. From Marseilles—Mr. Gagg. For Yokohama from Marseilles—Mr. and Mrs. Mougin and daughter, Messrs. Henri Jenny, Trelosh, and Normand. From Colombo—Mr. Antoki. From Singapore—Messrs. Paul Antoine, S. Tanno, and Hayasisi. From Saigon—Mr. Marcel Pitault.

DEPARTED.

Per *Rosetta*, str., from Hongkong for Singapore—Mr. E. Guillain. For Bombay—Mr. J. Michael. For London—Sergt.-Major Brown, Mrs. Brown and child, Messrs. R. H. Douglas, W. F. Perkin, J. T. Perkin, and F. Goodwin. From Yokohama for Colombo—Mr. C. J. Saford. For London—Lieut. J. S. Wilde, R.N.R. From Kobe for Bombay—Major Lyster. From Nagasaki for London—Messrs. G. Jenkins, R.N., J. Poling, R.N., M. Pepper, R.N., and C. H. Marsh, R.N.

Per *Sachsen*, str., for Shanghai from Bremen—Mrs. Bustrat. From Genoa—Messrs. A. Rebbe, F. H. Langelutje, and H. Hagge. From Colombo—Mr. T. Roberts. From Singapore—Messrs. A. Robinson, A. Salvacci, and Kurloch. From Hongkong—Mr. and Mrs. F. Anderson, Messrs. K. Albritter, J. F. Kraner, and J. Snyder.

Per *Hohenzollern*, str., for Yokohama from Genoa—Messrs. Konigsmark and Ganter. From Colombo—Messrs. A. Menschell, F. Kraner, and G. Snyder. For Hyogo from Southampton—Mr. W. H. Fully. From Hongkong—Mr. Teyoonamull. For Nagasaki from Genoa—Mr. M. Beck.

Per *Ancona*, str., from Hongkong for Kobe—Mr. H. Hanover. From Singapore for Yokohama—Mr. O. de Glanville.

Per *Ernest Simons*, str., for Shanghai—Rev. Cleto Palacios, Mrs. Silverman and child, Messrs. Sherai, M. M. Tackey, Ramon Sy Yap, Vincente Arevallo, and Myers. For Kobe—Mr. T. Shiraki, For Yokohama—Messrs. Hayet, G. M. Appear, and Essoobhoy.

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